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Official Plan Part II

WORLD TRADE CENTRE

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/1773
CC&W
March 24, 1986

To: Land Use Committee.

Subject: Final Report on Part II Official Plan Amendment for the
World Trade Centre (Application No. 1773).

Origin: City Clerk, upon application by York-Hannover
Developments Ltd. (c711uc86137:286)

COMMENTS:

1. BACKGROUND

York-Hannover Developments Ltd. has submitted an application to amend the City of Toronto's Part I Official Plan and Zoning By-law as they apply to three waterfront sites owned by the Toronto Harbour Commissioners. The proposal is for a commercial and residential scheme called the World Trade Centre, which generally comprises an officer tower west of Bay Street, north of Harbour Street (Parcel 1); two office towers between Bay and Yonge Streets, also north of Harbour Street (Parcel 2); and two residential towers between Bay and Yonge Streets, to the south of Harbour (Parcel 3). The historic Toronto Harbour Commission Building would be preserved on Parcel 1 and a significant publicly accessible open space would be incorporated on Parcel 3 (see Figure 1.1).

On May 22, 1985, the Land Use Committee had before it my Preliminary Report (May 15, 1985) on the application, which recommended:

- "1. That the applicant be requested to revise Application No. 1773 with respect to the concerns discussed in Section 5 of this report and summarized in Section 6.
2. That upon receipt of Application No. 1773, revised in accordance with Recommendation No. 1 above, the application be forwarded to the Commissioner of Buildings and Inspections, Commissioner of Public Works, Commissioner of Parks and Recreation, Metropolitan Commissioner of Planning, and the City Solicitor for their comments, such comments to be forwarded directly to the Commissioner of Planning and Development.

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3. That the applicant be requested to submit a Pedestrian Level Wind Study and Noise Impact Study to the Commissioner of Planning and Development.
4. That upon receipt of Application No. 1773, revised in accordance with Recommendation No. 1 above, this report be referred to the Planning Advisory Committee to hold a public meeting on the application."

The Land Use Committee amended the foregoing report by adding a further recommendation as follows:

- "5. That the Commissioner of Planning and Development submit a further report to the Land Use Committee meeting of June 19, 1985, on revisions to the proposals for Rezoning Application no. 1773, as requested in Recommendation No. 1."

The aforesaid Preliminary Report was forwarded to the Planning Advisory Committee under cover of my report dated May 27, 1985.

The Planning Advisory Committee decided to:

- a) receive the reports (May 15 and May 27, 1985) from the Commissioner of Planning and Development;
- b) adopt Recommendation No. 4 of the Preliminary Report respecting the holding of a public meeting; and
- c) pending the availability of the revised application, to hold the public meeting on Wednesday, June 27th, 1985.

Pursuant to the aforesaid Recommendation No. 5 of the Preliminary Report, I submitted a Status Report (June 7, 1985) on the application to the Land Use Committee for consideration at its meeting on June 19, 1985. Therein I indicated that the applicant had made significant changes to the proposal in response to the concerns outlined in my Preliminary Report. The changes included a reduction in the amount of office and residential gross floor area. The applicant also agreed to my recommendations for the provision of assisted housing, workplace daycare, and additional open space accessible to the public.

Accordingly, I advised that the revised application be forwarded to City and Metro officials for comment, pursuant to the aforesaid Recommendation No. 2; and that the Planning Advisory Committee would be requested to hold a public meeting. The Land Use Committee received the Status Report and noted that the revised plans have been received and circulated to the appropriate officials.

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In my report to the Planning Advisory Committee, dated June 24, 1985, I recommended that a public meeting on the proposal be held on July 22, 1985. The Committee adopted this recommendation on June 24, 1985, and the public meeting was held.

In my Second Status Report on the World Trade Centre proposal (December 9, 1985), I advised the Land Use Committee that there were a number of significant matters which must be resolved prior to my submitting a final report on the application. I indicated that these included the provision of assisted housing and transportation issues under discussion with Metro. Further, I noted that a number of studies were outstanding which the applicant was to provide. These studies were submitted subsequently, and are addressed in this report.

Negotiations with the applicant on the provision of assisted housing are on-going, as are discussions with Metro respecting certain transportation-related matters. The status of these items is reviewed in this report, and they will be dealt with conclusively in a future report. I am recommending that these and other outstanding matters discussed in this report be resolved prior to the submission of a draft by-law to give effect to the proposed Official Plan Amendment.

2. POLICY CONTEXT

The three sites which are included in the World Trade Centre application comprise a major portion of the undeveloped lands within the planning district known as the Central Bayfront, which is generally bounded by Lake Shore Boulevard on the north, Toronto Bay on the south, Freedland Street on the east and York Street on the west. The Central Waterfront Plan approved by Council on July 16, 1984, as an amendment to the Part I Official Plan, divides the Central Bayfront into three sub-areas: the North Central Bayfront, the Harbour Square Lands, and Marine Terminal 27 (Figure 1.2).

Parcels 1 and 2 are situated in the North Central Bayfront together with the neighbouring Toronto Star property to the east and the Ontario Provincial Police building to the west. Also included in the North Central Bayfront are the former Ontario Welcome House at 3 York Street (recently acquired by Harbourfront Corporation) and a number of small parcels of Metro and City owned land adjacent to or under the Gardiner Expressway (Figure 1.3).

Parcel 3 is situated in the Harbour Square Lands which also contain the Harbour Square condominiums and the Harbour Castle Hilton Hotel and convention facility. The hotel and condominiums, together with an undeveloped parcel to the west and the site of Waterpark Place to the north, are all part of a Building Scheme

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Agreement entered into by the City in 1969. The other parties to the agreement are Copthorne Holdings Ltd., owners of the hotel and convention facility; Campeau Corporation, the developer and major land owner; and the Toronto Harbour Commissioners, also land owners.

There have been major changes to the building scheme in recent years respecting the undeveloped portions of the Lands. In 1982, an amendment was approved which secured a water's edge park from Bay Street to the York Slip, as well as a superior design for the residential lot immediately west of the Harbour Square condominiums. In 1984, another amendment was approved for Waterpark Place, situated on the block north of Queens Quay West, between Bay Street and the York Street ramp. In this case, two massive office towers and a six-storey parking structure were replaced by a much more urbane commercial-residential scheme. The first phase of the scheme has commenced with construction of an office tower and underground parking garage directly south of Parcel 1 of the proposed World Trade Centre.

Parcel 3 of the proposal and the Harbour Castle convention facility together comprise the most easterly block within the Harbour Square Lands. They are not part of the above-mentioned 1969 Building Scheme Agreement. Parcel 3 is currently operated by Campeau Corporation as a commercial parking lot.

Section 5.19(b) of the Part I Official Plan requires that Council adopt detailed Part II Official Plan policies for sites within the Central Bayfront, prior to passing Zoning By-law amendments to permit new development. Parcels 1 and 2 of the proposed World Trade Centre are now zoned C1 V1, which allows commercial and residential uses at densities of up to 3 times the area of the lot. The C1 V1 designation was put in place by Council in 1976, as part of a general holding strategy intended to stop high density office development in portions of the Central Waterfront, prior to the adoption of new Official Plan policies. The densities which the applicant proposes for Parcels 1 and 2 are in excess of 3 times coverage, thus a Part II Official Plan amendment and rezoning are necessary for this portion of the scheme.

Parcel 3 of the proposal and the adjoining Harbour Castle convention facility are subject to a site-specific Part I Official Plan Amendment, approved in 1976 to permit convention and World Trade Centre facilities. Pursuant to this amendment, contained in Section 5.18(a)(2) of the Official Plan, the entire block was zoned C1 L0.5. The intent of this designation was to allow the convention centre to proceed, but require a rezoning for World Trade Centre facilities at such time as a development proposal was brought forward. Such a proposal has never been made. The current proposal is for a residential complex on Parcel 3, having

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a gross floor area substantially higher than what is now available under Section 5.18(a)(2). Thus, Official Plan and Zoning By-law amendments, respecting use and density, are also required for this portion of the scheme.

The Central Waterfront Plan provides a general policy framework for development in the Central Waterfront. Section 5.A.29 of the Plan, contained in Appendix C to this report, sets out specific matters which Council is to have regard for in developing Part II Official Plans for portions of the Central Bayfront. These can be summarized as follows:

- advantages of road realignments;
- establishment of a mix of uses;
- development at moderate to high intensity (except on Marine Terminal 27);
- provision of assisted housing and adequate community services and facilities;
- achievement of a satisfactory residential environment;
- provision of adequate transit;
- improved pedestrian linkages to the north;
- provision of adequate open space; and
- retention and creation of views to the water.

Finally, it should be noted that the Planning and Development Department has prepared Design Guidelines for the North Central Bayfront in an effort to ensure that development proposals emerge in light of the City's objectives for the area. The Guidelines, contained in Appendix D, represent a distillation of urban design and massing criteria which have evolved through the experience gained from Harbourfront, the Railway Lands and Waterpark Place. They address such matters as general building mass, the location and design of towers, the nature of development adjacent to open space, the relationship of buildings to grade, and the provision of pedestrian colonnades or other weather-protected pedestrian routes. The Design Guidelines were forwarded to the Toronto Harbour Commissioners and Zeidler Roberts Partnership, architects for World Trade Centre project, for use in the preparation of the development proposal.

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3. SITE DESCRIPTION

The survey submitted by the applicant indicates that Parcel 1 has an area of 7 373 sq. m. (1.8 acres); Parcel 2, an area of 16 191 sq. m. (4 acres); and Parcel 3, an area of 9 795 sq. m. (2.4 acres).

Parcel 1 currently contains the Toronto Harbour Commission Building at 60 Harbour Street, as well as a small single-storey commercial building originally built as a branch of a chartered bank, and now occupied by a car rental agency. The OPP building adjoins the property on the west, at 90 Harbour Street. Parcel 2 lies vacant and is encircled by the Yonge Street on-ramp to the Gardiner Expressway. The Gardiner and Lake Shore Boulevard are adjacent to Parcels 1 and 2 along the north.

Parcel 3 contains some 300 commercial parking spaces on a surface lot. Directly opposite on the east is the Toronto Star building at 1 Yonge Street; on the south, the Yonge Street Slip and Harbour Castle Hotel at 1 Queens Quay West; and on the west, the Harbour Castle convention facility.

4. DEVELOPMENT PROPOSAL

The World Trade Centre proposal is shown on Figures 2 to 14 and is statistically summarized in Appendix B. The drawings provide the following information: Figure 2 - site plan within the context of the surrounding area; Figures 3, 5, and 6 - floor plans at ground level, second level and mid-rise, respectively; Figure 4 - underground parking plan; Figures 7, 8 and 9 - elevations on Bay, Harbour and Yonge Streets; Figure 10 - north-south section through Parcels 2 and 3; Figure 11 - north-south sections of building profiles from the Toronto Dominion Centre to Harbour Square; Figure 12 - shadow study for December and June; Figure 13 - illustration of south face of commercial buildings on Parcels 1 and 2; Figure 14 - illustration of World Trade Centre from aerial perspective.

As illustrated, the project would generally result in three office towers of equal size on Parcels 1 and 2, two residential towers of different heights on Parcel 3, and a significant public open space on Parcel 3. More specifically, the proposal comprises:

- On Parcel 1, a commercial complex made up of the existing 7 - storey Toronto Harbour Commission Building, a 4-storey podium extending over the easterly end of the lot, and a 26-storey office tower above the podium; having a total gross floor area of 54 435 sq.m. (585,953 sq. ft.), including 50 039 sq. m. (538,633 sq. ft.) of new office space, 1 000 sq. m. (10,764

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sq. ft.) of new retail space and 3 396 sq. m. (36,555 sq. ft.) of existing space within the THC Building.

- On Parcel 2, a commercial complex made up of two office towers rising 26 storeys above a 4-storey podium; having a total gross floor area of 125 869 sq. m. (1,354,887 sq. ft.) including 50 039 sq. m. (538,633 sq. ft.) of office space in the tower on Bay Street, the same amount of office space in the tower on Yonge Street, 5 827 sq. m. (62,723 sq. ft.) of retail space around the perimeter of the podium, 16 164 sq. m. (173,993 sq. ft.) of parking space on the interior of the podium, and 3 800 sq. m. (40,904 sq. ft.) of commercial recreation space at the top level of the podium.
- On Parcel 3, two condominium towers rising 21 and 29 storeys above a 2-storey podium, having a total gross floor area of 69 484 sq. m. (747,944 sq. ft.), including 36 975 sq. m. (398,000 sq. ft.) of residential space in the east tower, 28 065 sq. m. (302,099 sq. ft.) of residential space in the west tower, and 4 444 sq. m. (47,836 sq. ft.) of retail space. The towers would contain a total of between 500 and 700 units, depending on final average unit size.
- On Parcel 3, a public open space having an area of 3 668 sq. m. (0.9 acres).
- On Parcels 1, 2 and 3, landscaped outdoor space at grade totalling about 6 500 sq. m. (70,000 sq. ft.).
- On Parcels 1, 2 and 3, approximately 1,170 parking spaces, 300 of which would be located above grade on Parcel 2.

The foregoing project data indicate that the proposal would result in the following densities:

Parcel 1 - 7.38 times the area of the parcel for commercial uses.

Parcel 2 - 7.77 times the area of the parcel for commercial uses, including 1.0 times coverage for above-grade parking.

Parcel 3 - 7.1 times the area of the parcel for residential and a small component of non-residential uses.

The total commercial office gross floor area, when calculated over Parcels 1, 2 and 3, results in an overall project density of 4.5 times coverage. The residential gross floor area results in an overall project density of 1.95 times coverage. Retail and service uses, a health club and above-grade parking produce an additional 0.94 times coverage, for an overall project density of 7.39 times the aggregate area.

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5. DISCUSSION

The recommended part II Official Plan for the World Trade Centre is contained in Appendix A to this report. In reading the following sub-sections, reference should be made to the corresponding statements set out in the proposed Plan, as indicated in parenthesis at the end of each sub-section.

5.1 Use

The Central Waterfront Plan calls for a mix of residential, commercial, institutional, and recreation uses in the Central Bayfront, to encourage activity in the district year-round (Sections 5A.14, 5A.28 and 5A.29(f)). The Part II Official Plan for the World Trade Centre should reinforce this general objective. It should also direct residential development to Parcel 3, which is that portion of the area most amenable as a living environment, and the majority of non-residential development to Parcels 1 and 2, which are appropriate for commercial office uses.

Consistent with Part I Official Plan policies to encourage public recreational facilities at or near the water's edge (Sections 5A.11(b) and 5A.14), it is recommended that the Part II Plan designate Parcel 3 as the location for a major publicly-accessible open space. Finally, the Plan should encourage street-related retail and service uses for the enjoyment of residents, workers and visitors, as generally provided for in Sections 1A.16 and 5A.14(f) of the Part I Official Plan. (See Section 2, Appendix A).

5.2 Density

The Central Waterfront Plan states that in developing Part II Plans for any portion of the Central Bayfront, Council shall have regard for the development of the district at moderate to high intensity. In my Central Waterfront: Final Recommendations report (March 20, 1984), I indicated support for commercial densities in the North Central Bayfront consistent with the maximum permitted by Section 3A.3 of the Part I Official Plan for High Density Mixed Commercial-Residential Areas - that is, 4.5 times the area of the lot. This position was based on an in-house analysis respecting the capacity of the regional transportation system as it relates to the Central Waterfront and Railway Lands, and the implications of this for the intensity of office development in the Central Bayfront.

As indicated in Section 4, the applicant has requested a total office density of 4.5 times coverage within the World Trade Centre area. I remain of the opinion that this amount of office space can be reasonably accommodated and should be permitted by the Part II

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Plan. However, the Metropolitan Planning Commissioner has requested that office development be limited to 3.0 times coverage, as now permitted by the C.1 V.1 zoning, until such time as adequate regional road capacity can be certified by Metropolitan Council. It is suggested that this may be achieved by means of a zoning hold under Section 35 of the Planning Act. I am now considering this matter and will report further concurrently with my final rezoning report on the application.

The additional non-office commercial density of 0.45 times coverage over all three parcels, does not affect the transportation analysis referred to above, and is considered to be appropriate in terms of built form and urban design objectives. Thus, it should also be permitted by the Part II Plan.

The applicant is seeking a residential density of 1.95 times coverage, or between 150 and 210 units per hectare, when calculated over the area of the three development parcels. This is less than what would be permitted by the mixing formula applicable to High Density Mixed Commercial-Residential Areas. The resulting residential gross floor area can be reasonably accommodated on Parcel 3, and is therefore recommended to be permitted in the Part II Plan (See Section 8, Appendix A).

5.3 Built Form

The building scheme proposed for the World Trade Centre is a comprehensive, integrated design. Its essential character is established by street-related base buildings which clearly define each block, and by towers which rise from the base buildings at the ends of the blocks (see Figures 8, and 9).

The base buildings, which are 4 storeys on the commercial blocks and 2 storeys on the residential block, are intended to reinforce the pedestrian scale of the street and break the impact of the towers at grade. Their height is related to the scale of the existing Toronto Harbour Commission Building and to the base height of neighbouring Waterpark Place.

On Parcel 2, the base building would serve as a buffer between the Gardiner Expressway and the area to the south. On Parcel 3, the base building on Yonge Street is set back to provide views of the water for pedestrians walking south from Lake Shore Boulevard. The base contains an above-grade parking structure which is faced with other uses on the south, east and west to minimize its visual impact.

The proposed form of this lower building level is substantially in accordance with my original Design Guidelines for the North Central Bayfront contained in Appendix D. Some of the design

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features will be regulated through the Zoning By-law amendments I will be recommending. Others will be dealt with in Development Review.

With respect to the high-rise components of the scheme, all three office towers would have a height of about 128 metres (420 feet), including mechanical penthouses. This is similar to the heights contemplated in the Railway Lands to the north, and compatible with the height of the neighbouring towers approved and under construction at Waterpark Place. The easterly residential tower on Parcel 3 has a height of about 110 metres (360 feet) and the westerly tower has a height of about 80 metres (262 feet). These heights are in keeping with the existing and approved pattern of development in the vicinity. The proposed Part II Plan contains a general statement which relates maximum building heights in the World Trade Centre to the area's location in the Central Core and proximity to Harbour Square (Section 10, Appendix A).

5.4 Transportation

The World Trade Centre is adjacent to the Gardiner Expressway, and lies between the east and west flows of the Lake Shore Boulevard corridor. Adjoining the site are three arterials under the jurisdiction of Metropolitan Toronto - Bay Street, Harbour Street and Yonge Street. Bay Street currently accommodates two lanes of traffic in both directions with turn lanes at Lake Shore Boulevard, and is proposed to be used for part of the route of the Harbourfront Light Rapid Transit line originating at Union Station. The line would be located underground on that portion of Bay Street which is within the World Trade Centre area, and could contain a station at Harbour Street, also below grade. The buildings proposed for both sides of Bay street are set back from the existing right-of-way a minimum of six metres, in order to guarantee the provision of sidewalks adequate to carry the current and anticipated volumes of pedestrian traffic. The recommended Part II Plan includes a statement which expresses Council's interest in ensuring that the design of Bay Street and other roads in the area provides for an amenable pedestrian environment including the maintenance of sidewalks adequate to accommodate heavy pedestrian flows.

Harbour Street is a one-way arterial which crosses Yonge Street along an "S" curve, then merges with Lake Shore Boulevard just to the east of Yonge. This present alignment creates an atypical intersection at Yonge Street, and should be modified as part of the development plan for the easterly portion of Parcel 2. The alignment results in a road surface which is wide, and therefore difficult for pedestrians to cross. The broad pavement is also unattractive, and creates an urban design condition on Parcel 2 which is not characteristic of streets in Toronto's core. The

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broad curve along the south edge of Parcel 2 requires the office tower to be sited some 17 metres further north than the two companion towers on Bay Street, thereby disturbing the overall symmetry of the scheme and producing an uncomfortable condition between building and sidewalk around the southeast corner of the site.

In consideration of the foregoing, both the applicant and I have a strong preference for a modified intersection design which would more closely reflect the typical grid pattern found in the City. The applicant's transportation consultant and my staff have developed what appear to be several options to the present condition, which I am pursuing with Metro. Since Harbour is a Metro road, any changes would have to be approved by Metro Council. Meanwhile, the recommended Part II Plan may proceed since it does not, in my opinion, prejudice final resolution of the intersection design. The proposed Plan does include a statement which expresses Council's intent to seek a reduction of the Harbour Street right-of-way, at Yonge Street, to the extent possible while maintaining the functional capacity of the intersection.

Yonge Street, between Harbour and Lake Shore, now accommodates only northbound through traffic. Southbound traffic is directed to the eastbound Gardiner on-ramp. This ramp is considered surplus by Metro, and the application assumes that it be removed to make way for the development of Parcel 2. The applicant has advised that Metro has agreed in principle to the sale of the ramp lands. Removal of the ramp would allow the redesign of this portion of the existing Yonge Street right-of-way to accommodate two-way traffic, including the signalization of the Yonge/Harbour intersection, so that pedestrian and vehicular traffic on Yonge Street can move reasonably across Harbour. With the signalization, the realignment of the intersection is considered both feasible and appropriate. The recommended Part II Plan contains statements which establish the removal of the ramp and the normalization of Yonge street as policies of Council. The recommended Plan also expresses Council's intent to have the function and need for the Bay Street on-ramp to the Gardiner Expressway eastbound reviewed. There has been a preliminary indication that the function of this ramp may also be accommodated in other ramp improvements. If so, its removal should be pursued in the interest of improving pedestrian conditions on the east side of Bay Street (Section 6, Appendix A).

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5.5 Pedestrian Facilities

The buildings on all three development parcels are to contain at-grade colonnades with a minimum width of 4.57 m (15 feet) and a minimum height of 3.66 m (12 feet). The colonnades are intended to improve sidewalk capacity and amenity, as recommended in the Pedestrian Movement Study - South of Front Street (September, 1985), prepared for the Planning and Development Department by transportation and environmental planning consultants. Retail and other street-related public uses would be located adjacent to the colonnades to the extent possible, to help make the project interesting and accessible to pedestrians. On both sides of Bay Street, approximately 3 metres of sidewalk width adjacent to the colonnade would be covered by glass canopies, to further improve the pedestrian environment.

The Part II Official Plan for the Railway Lands, adopted by Council on June 17 and 21, 1985, makes provision for the mid-block pedestrian walkway south from Union Station, known as the "Blue Route". It is intended that this walkway extend to the Central Bayfront via a bridge which would pass over Lake Shore Boulevard and under the Gardiner, and connect with a walkway on Parcel 1 of the World Trade Centre. The proposed design of Parcel 1 incorporates such a walkway along its northern edge. It would link the bridge to Bay Street, through the north end of the office tower, and to Harbour Street, via a walkway along the edge of the courtyard and the Toronto Harbour Commission Building. The final location of these walkways is still under review and will be dealt with in a future report.

The recommended Part II Plan contains a statement which expresses Council's intent to secure the extension of the Blue Route through Parcel 1. Map B of the recommended Plan shows the approximate location of this pedestrian connection (Section 4.3, Appendix A).

5.6 Assisted Housing

Section 5A.29(d) of the Central Waterfront Plan calls for the provision of assisted housing in the Central Bayfront consistent with Council's housing goals for the Central Area. In consideration of these goals, the 1980 Harbourfront Part II Plan requires that 30% of the housing built in Harbourfront be suitable for low-to-moderate income households. A similar target was established for the Waterpark Place/Scotia Plaza rezoning which Council approved in 1984. In this case, a site capable of accommodating approximately 30% of the residential permission granted for the project was conveyed to the City of Toronto for housing purposes, prior to Council passing the rezoning by-laws.

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The applicant has agreed to the 30% target for the World Trade Centre, and is currently seeking sites within the Central Area which are capable of accommodating between 150 and 200 units. The recommended Part II Official Plan sets out statements which establish Council's policy in this regard. I will be reporting on the details of this aspect of the application concurrently with my final report on Zoning By-law amendments (Section 3, Appendix A).

5.7 Open Space

The provision of a significant publicly accessible open space within the World Trade Centre area is an important planning objective. The most desirable location for such an amenity is Parcel 3, situated at the foot of Yonge Street and the head of Yonge Slip. The application proposes that an open space of approximately 3668 sq. m. (0.9 acres) be developed here, to a high quality of landscape treatment. The design which has been suggested includes a waterfall, ice rink/reflecting pool, and plaza (Figure 2).

The applicant has expressed the intent to develop the design further by sponsoring a competition, in consultation with the City. I am in support of this approach and will be reporting further on the details. The recommended Part II Plan provides for a high quality open space on Parcel 3, of the size and in the location shown on Map B.

The proposed Plan makes similar provision for a smaller publicly accessible open space on Parcel 1. This space is some 960 sq. m. in area and takes the form of a courtyard situated on the interior of the block, between the T.H.C. building and the new office building. Of course, the final design of this space would be subject to Development Review, as would all landscaped open space areas within the World Trade Centre (Section 4, Appendix A).

5.8 Workplace Daycare

In my Status Report (June 7, 1985) on the application, I recommended that the applicant provide a workplace daycare centre within the project. A facility which can accommodate at least 50 children would be appropriate. The terms and conditions respecting the provision and operation of the daycare centre should be similar to those set out in the agreement between the City and Campeau Corporation for Waterpark Place. This matter is under discussion with the applicant, and I will be recommending the form of such an agreement in a subsequent report. The proposed Part II Official Plan contains a statement which establishes as Council's policy the provision of a workplace daycare centre for at least 50 children (Section 7, Appendix A).

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5.9 Heritage Building

The Toronto Harbour Commission Building, constructed in 1917, is included on City Council's inventory of buildings of architectural and historic importance. The preservation of this building, and its sensitive integration with the commercial development on the remainder of Parcel 1, has been an explicit part of the application from the outset. The north, south and west facades would be unaffected by the proposal, as would the outside front entryway on Harbour Street. The rear entry, which now adjoins a surface parking lot, would be enhanced by the landscaped courtyard planned for the interior of the parcel.

The building would be connected to the new development by a 6-storey arcade adjoining the east facade. There would be only a minor amount of alternation necessary to this face, with about 60 percent of its area visible from within the arcade, and most of the remainder visible from without. The arcade is to extend from the east facade of the THC building to Bay Street, stepping down from a height of 20 metres to a height of 5 metres at Bay. The roof is to be glazed for a distance of some 9 metres from the east facade, thereby allowing natural daylight to illuminate the enclosed portion of the heritage building. The walls of the arcade adjacent to the east facade would also be glazed, and detailed in a neutral manner so as to be compatible with the character of the building.

The Toronto Historical Board has commented favourably on the design approach which has been taken thus far. The details of a Heritage Easement Agreement are now under discussion with the applicant, in consultation with the Toronto Historical Board, and I will be recommending the form of such an agreement in a subsequent report. The Part II Official Plan recommended in this report contains a statement indicating that it is Council's policy to seek to secure the preservation of the subject building (Section 9, Appendix A).

5.10 Micro-climate

5.10.1 Wind

The applicant has submitted a Pedestrian Level Wind Study for the project, dated November 29, 1985. Generally, the study concludes that the scheme's use of large, low-level podia is a positive design feature in terms of street level wind control, and that the project can be expected to improve conditions in several areas, including the public plaza on Parcel 3.

Wind conditions less comfortable than those now existing were noted at several locations. However, the study indicates that the

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magnitude of the wind speed increases in these areas was relatively small, and could likely be reduced to or below existing levels with the addition of landscaping and other remedial measures. The study recommends additional wind simulation tests to develop the optimum size and placement of the landscaping material required; and to quantify the wind control benefits of these remedial measures.

The applicant should be required to submit a further wind study which includes such tests, at the time of Development Review. The recommended Part II Plan contains a statement which sets out Council's policy in this regard (Section 5.1, Appendix A).

The wind study referred to above was prepared by Morrison Hershfield Ltd., Consulting Engineers, and is on file with the subject application in the Planning and Development Department.

5.10.2 Noise

The applicant has submitted a Noise Impact Analysis of the project. While noise impact statements are normally required at the time of Development Review, it was considered advisable to request an analysis at this stage given the close proximity of the sites to the noise generating Gardiner/Lake Shore corridor.

The analysis concludes that noise abatement measures must be incorporated into the building design to meet the applicable indoor criteria. In order to achieve the outdoor criterion of 55 dBA, during the day at balconies on the residential buildings, it is suggested that balconies be enclosed using standard glazing.

A noise reading of 76 dBA was measured on the podium on Parcel 2. This figure is well in excess of the 55 dBA criterion for outdoor recreational spaces. If the applicant proposes that this area be used for outdoor recreational purposes at the time of Development Review, noise abatement measures will have to be considered.

The analysis makes no comment on noise levels within the open space areas on Parcels 1 and 3. It is essential that this information be provided as part of an application for Development Review, so that the appropriateness of the design can be evaluated in terms of the sound environment. A statement is recommended for inclusion in the Part II Official Plan which addresses the need to secure satisfactory noise levels in open space areas (Section 5.2, Appendix A).

The above-mentioned Noise Impact Analysis, dated November 25, 1985, was prepared by Valcoustics Canada Ltd., Consulting Engineers, and is on file with this application in the Planning and Development Department.

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6. COMMENTS FROM MUNICIPAL OFFICIALS

The application has been circulated to the appropriate City and Metro officials for review. Responses have been received from the City Commissioners of Buildings and Inspections, Housing, Parks and Recreation, and Public Works, as well as from the Metropolitan Commissioner of Planning. Their letters of response will be included in my final report on Zoning By-law amendments, and any comments not incorporated in this report will be addressed in the final rezoning report which should be considered by the Land Use Committee concurrently with this report.

7. PUBLIC MEETING

The Planning Advisory Committee held a public meeting to discuss the application on July 22, 1985. Approximately 20 persons attended, in addition to Committee members, individuals associated with the application, and staff of the Planning and Development Department. Included in this count, were 10 residents from the Harbour Square condominiums, and representatives from Harbourfront Corporation, Campeau Corporation, Torstar Corporation, Copthorne Holdings Ltd. (The Harbour Castle Hilton), the Ministry of Government Services, and the Toronto Harbour Commissioners.

From the comments and questions received, it is clear that building mass and design were not a concern. The great majority of the discussion had to do with the adequacy of roads, transit, parking and pedestrian facilities. There were also questions respecting the consistency of the proposal with the density provisions in the Part I Official Plan; and the impact of the development on municipal services. These matters are discussed following:

(a) Traffic, Transit and Parking

Most of the concern expressed at the public meeting, in particular by residents of Harbour Square, was related to traffic congestion. This has been an on-going issue with local residents over the past few years, in view of the increasing popularity of the Bayfront area for both public recreation and development activity. Major initiatives have been undertaken in recognition of this situation, including the extension of Queens Quay to Stadium Road, the provision of a 1,200 space visitors parking garage on York Quay, and the commitment to proceed with a light Rapid Transit line linking Union Station with Bay Street, Queens Quay, and Spadina Avenue. These and other local improvements should, over time, alter the popular perception of the area as being somewhat remote and inaccessible on the one hand, and crowded and congested, on the other.

As discussed in Section 5.4, the World Trade Centre can be adequately serviced by roads and transit, and will comply with the normal City requirements for parking and loading facilities. Approximately 700 commercial parking spaces are to be provided on Parcels 1 and 2, and these would be available to the public in the evenings and weekends when recreational demand is the greatest. Also, as other office developments come on stream in the area, there will be a substantial amount of additional parking to further augment the visitor supply. The Waterpark Place project, immediately opposite Harbour Square, will in itself provide several hundred new spaces. I believe that such anticipated increases in parking, in combination with improved roads and transit, should go a long way towards addressing the concerns respecting local traffic congestion which were expressed at the meeting.

b. Pedestrian Facilities

Another major issue raised at the public meeting was the generally unpleasant, and sometimes unsafe, pedestrian environment in the Bayfront area. Residents asked if anything was ever going to be done to clean up the Bay Street viaduct, and emphasized that the provision of good pedestrian facilities should be in the forefront of planning for the area.

The City's improvement plan for the sidewalk on the west side of Bay Street was outlined, including the enclosure and lighting of the walkway through the viaduct, and the installation of glass canopies on sections of open sidewalk, south to Queens Quay. Since the time of the public meeting, this work has been completed and has significantly enhanced this most important pedestrian link between the downtown and the waterfront.

Further improvements will take place as development proceeds. Waterpark Place will incorporate a generous pedestrian colonnade on all street frontages, as well as a high quality landscaped open space along Queens Quay. The same approach has been taken with the World Trade Centre. It would also include street-related colonnades, would have glass canopies cantilevered over the sidewalks on both sides of Bay Street, and provide a significant public open space linking Bay Street and Harbour with Yonge Street and Queens Quay.

Other important pedestrian facilities would include a walkway within Parcel 1, connecting a future pedestrian bridge over Lake Shore Boulevard with Bay Street and Harbour Street; a

Land Use Committee

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second-level pedestrian bridge over Bay Street; and a pedestrian way under Harbour Street.

It should be clear from the foregoing that a good deal of attention has been given to the creation of a safe and amenable pedestrian environment within the World Trade Centre. The proposed Part II Official Plan and Development Review Guidelines contain goals and objectives which reflect the importance of this aspect of the scheme.

(c) Density

At the meeting two area residents questioned whether the density proposed was within the limits set by the existing Official Plan. There appeared to be some concern that the application might somehow be overstepping the bounds of what is normally permitted downtown. It was explained that the existing Part I Official Plan does not contain any density restrictions for Parcels 1 and 2, nor does the Central Waterfront Plan Amendment to the Part 1. What the Central Waterfront Plan does, in effect, is require that Council adopt Part II Official Plan policies for the World Trade Centre prior to permitting new development. It also establishes a policy framework to be taken into consideration in the formulation of Part II Plans. This framework does not contain specific density restrictions; however, the Commissioner of Planning and Development's Final Report on the Central Waterfront Plan does indicate that the office density within the World Trade Centre should not exceed 4.5 times coverage, and that the residential density should be determined with regard to built form considerations. The densities recommended in this report, as discussed in Section 4 and summarized in Appendix B, are consistent with this approach.

(d) Impact on Services

One area resident questioned whether there would be adequate municipal services to handle the World Trade Centre development, in view of the other projects within the area including the Railway Lands. Plans for road and transit improvements were reviewed, and it was noted that the Commissioner of Public Works has not indicated any difficulty respecting impact on the storm and sanitary sewer systems.

8. SUMMARY

The World Trade Centre application is generally consistent with the various planning goals and objectives which have been developed for the Central Bayfront area. The proposal incorporates a mix of uses including offices, shops and services,

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recreation facilities, workplace daycare and housing. Over one-third of the gross floor area has been allocated to residential use, and assigned to the site which is most appropriate for housing. In addition, between 150 and 200 assisted housing units are to be provided outside of the World Trade Centre area, on a site which is satisfactory to the City. A major publicly accessible open space would be developed at a desirable location, and would be improved to a high quality of landscape treatment.

The proposed scheme should significantly improve the pedestrian environment through the use of colonnades and landscaped boulevards which would complement the sidewalk. Provision is also made for a weather-protected pedestrian linkage with the Railway Lands and Union Station to the north.

Parking is handled in a sensitive fashion with most of the spaces located underground. The one above-grade structure would be faced with commercial uses, except along its frontage on Lake Shore Boulevard. Finally, the proposal would secure the preservation of the historic Toronto Harbour Commission Building.

The Part II Official Plan recommended in this report and contained in Appendix A, establishes Council's goals and objectives with respect to the development of the World Trade Centre area. The Plan is generally consistent with the scheme proposed in Application 11773, and in combination with the companion Zoning By-law amendments and legal agreements, would serve to clearly establish the City's interests in the area. The recommended Plan should be considered by the Land Use Committee concurrently with my forthcoming reports on Zoning By-law amendments, assisted housing and other matters discussed in Section 5 of this report.

Recommendations:

1. That the Land Use Committee defer consideration of this report until it receives further reports from the Commissioner of Planning and Development dealing with the final rezoning of the World Trade Centre area, a Heritage Easement Agreement applicable to 60 Harbour Street, workplace daycare, assisted housing and other matters referred to in this report.

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2. That when the further reports referred to in Recommendation No. 1 have been received, as well as the recommendation of the Planning Advisory Committee on the proposed Official Plan Amendment, the Land Use Committee request the City Solicitor to submit a draft by-law to give effect to the amendment to the Official Plan substantially as set out in Appendix A to this report.

Stephen G. McLaughlin
Commissioner

BGS/tc/jkv

APPENDIX A

OFFICIAL PLAN PART II
WORLD TRADE CENTRE

1.0 Interpretation

1.1 For the purposes of this Amendment to the Official Plan for the City of Toronto, the World Trade Centre is defined as the area within the solid dark line shown on Map A hereto and comprises Sub-Area A, Sub-Area B, and Sub-Area C which also are identified on Map A.

1.2 The text and maps of Part I of the Official Plan continue to apply to the World Trade Centre, except in cases where the text and/or maps of this Amendment are in conflict therewith, in which case the text and/or maps, of this Amendment shall prevail.

2.0 General Objectives

2.1 It is the policy of Council to encourage the development of the World Trade Centre as a mixed-use urban waterfront area for the enjoyment of residents, workers and visitors.

2.2 Sub-Area A and Sub-Area B shall be considered suitable primarily for high intensity commercial development.

2.3 Sub-Area C shall be considered suitable primarily for high intensity residential development and a major publicly-accessible open space.

2.4 Street-related retail and service uses will also be encouraged in Sub-Areas A, B and C.

3.0 Assisted Housing

3.1 Council shall seek to secure the provision of assisted housing of an amount equal to approximately 30 percent of the total maximum number of dwelling units permitted in Sub-Area C, on one or more sites located outside of the World Trade Centre, which Council considers to be appropriate.

4.0 Open Space and Pedestrian Routes

4.1 It is the policy of Council to encourage the development of two high quality open spaces; one, at least 960 square

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metres in area, in Sub-Area A, and the second, at least 3668 square metres in area, in Sub-Area C; in the general locations shown on Map B.

- 4.2 Council shall seek to secure public accessibility of both the open spaces referred to in paragraph 4.1.
- 4.3 In exercising its power to approve plans and drawings under the Planning Act 1983 for the development of Sub-Area A, it is Council's policy to require the provision of appropriate pedestrian walkways through Sub-Area A, which may connect a pedestrian bridge over Lake Shore Boulevard with Bay Street and Harbour Street, generally in the locations shown on Map B. Council will also seek to secure necessary easement(s) to permit members of the public to make use of such walkways.

5.0 Environment

- 5.1 In exercising its available powers of regulation, review and approval under the Planning Act 1983, in respect of the World Trade Centre, Council will have regard for the probable impact of proposed buildings and structures on the prevailing micro-climatic conditions, and it will seek to:

- (a) avoid the creation of adverse wind conditions at grade;
- (b) use small-scale elements, such as walls, plantings and shelters to create wind-protected open space areas; and
- (c) have established sheltered pedestrian routes and entrances to buildings.

- 5.2 Council will seek to secure a satisfactory noise environment in open space areas to be used for recreational purposes within the World Trade Centre, through the provision of appropriate acoustical buffers.

6.0 Road System

- 6.1 With respect to the road system within the World Trade Centre, Council shall seek:

- (a) to have the Yonge Street On-Ramp to the Gardiner Expressway Eastbound removed as soon as is reasonably practicable

- (b) to have the function and the need for the Bay Street On-ramp to the Gardiner Expressway Eastbound reviewed;
- (c) to have the intersection of Harbour Street, Yonge Street and Lake Shore Boulevard signalized; and
- (d) to ensure that the design of the road system:
 - (i) provides for a safe, attractive and convenient pedestrian environment, including the maintenance of sidewalks adequate to accommodate heavy pedestrian flows;
 - (ii) accommodates two-way traffic on Yonge Street within the right-of-way existing on January 1, 1986; and
 - (iii) provides for a reduction in the width of the Harbour Street right-of-way adjacent to and at its intersection with Yonge Street and Lake Shore Boulevard to the maximum extent possible while maintaining the functional capacity of that intersection.

6.2 Recognizing the heavy vehicular traffic flows on Bay Street and Harbour Street, it is the policy of Council to encourage the provision of a pedestrian bridge between Sub-Area A and Sub-Area B and a pedestrian underpass between Sub-Area B and Sub-Area C, in the locations generally shown on Map B.

7.0 Community Services and Facilities

7.1 It is the policy of Council to seek the provision of an appropriate workplace daycare centre within the World Trade Centre.

8.0 Land Use Sub-Areas

8.1 In Sub-Area A, Council may pass by-laws to permit buildings containing commercial and/or institutional uses, alone or in combination, up to a total gross floor area of 54 435 square metres, provided that the total gross floor area erected or used in Sub-Area A for office purposes, does not exceed 50 039 square metres.

8.2 In Sub-Area B, Council may pass by-laws to permit buildings containing commercial and/or institutional uses, alone or in combination, up to a total gross floor

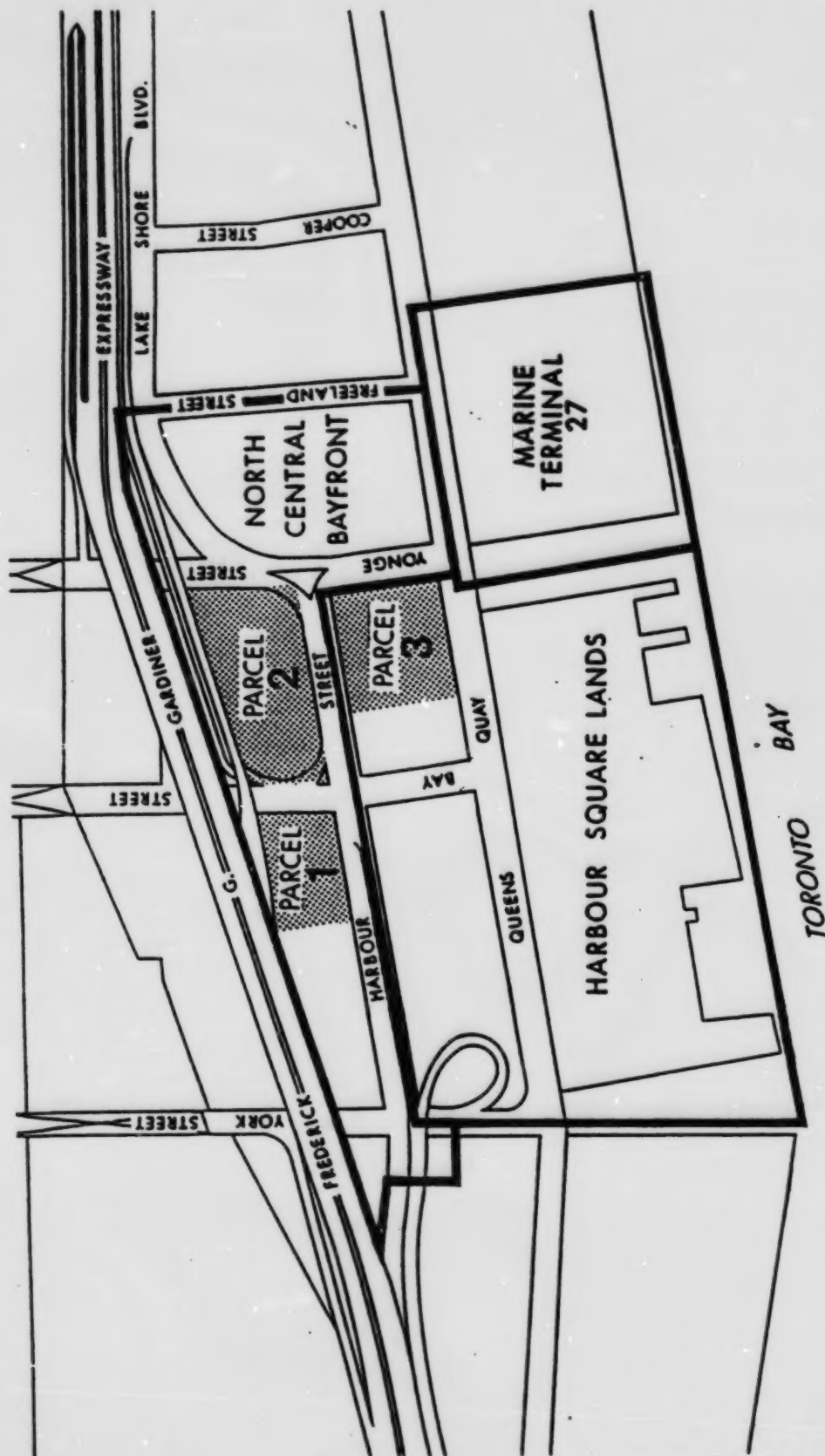
Land Use Committee

March 24, 1986

area of 125 869 square metres, provided that the total gross floor area erected or used in Sub-Area B for office purposes does not exceed 100 078 square metres.

- 8.3 In Sub-Area C, Council may pass by-laws to permit buildings containing residential uses in combination with commercial uses other than office uses, and institutional uses, up to a total gross floor area of 69 484 square metres, provided that the aggregate gross floor
- HDCMD1;S;*JOB DPW71G*:550;COMPLETED, OPER 0108, Bonnie Hanlon;ANY;ANY DPW71G JOB COMPLETED, SUBMITTED ON 88/11/04 AT 11:40:59 BY OPERATOR 0108



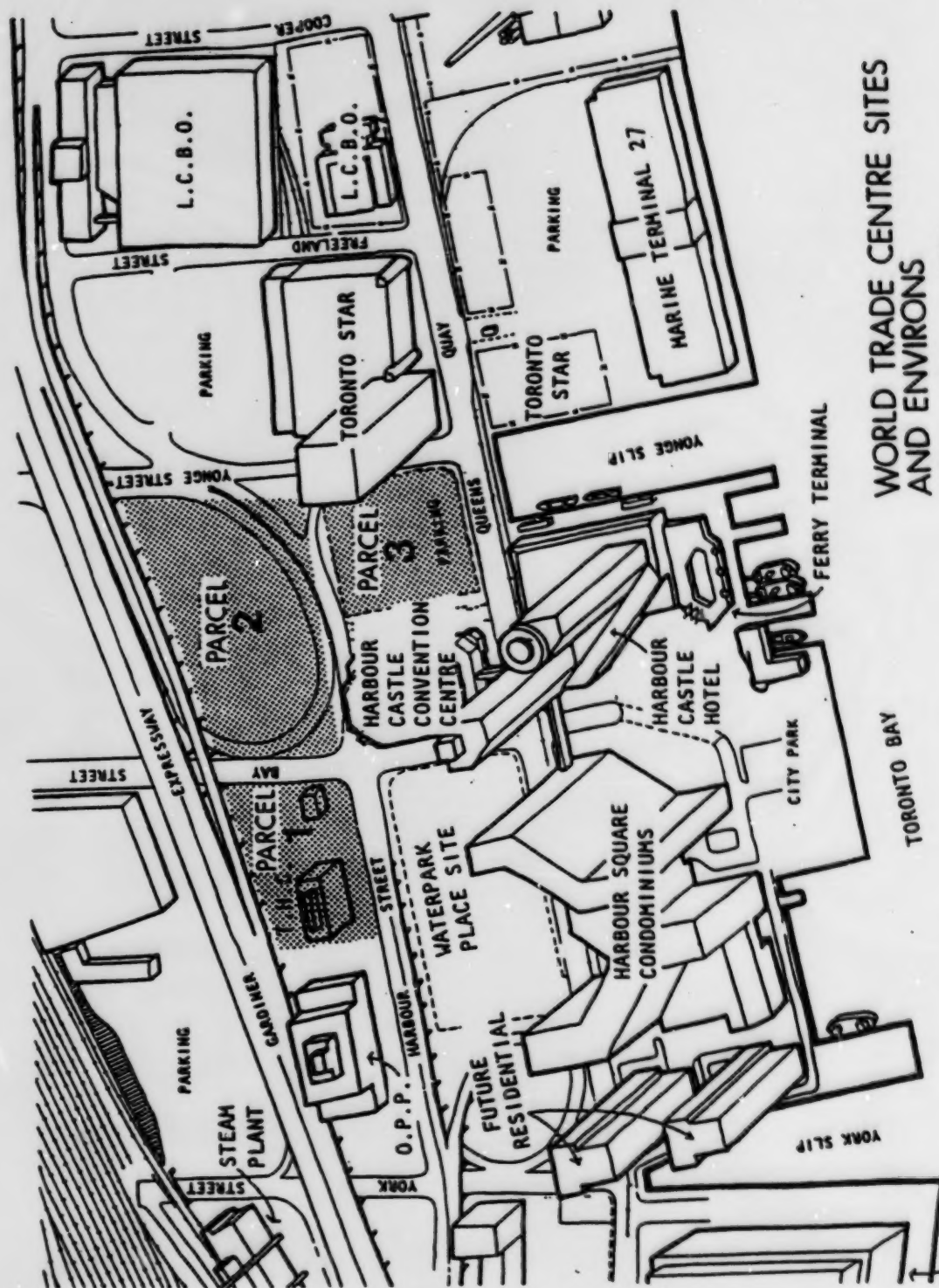


CENTRAL BAYFRONT AREAS AS
SHOWN IN PART I OFFICIAL PLAN

APPLICATION No: 1773

The Central Waterfront 

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER



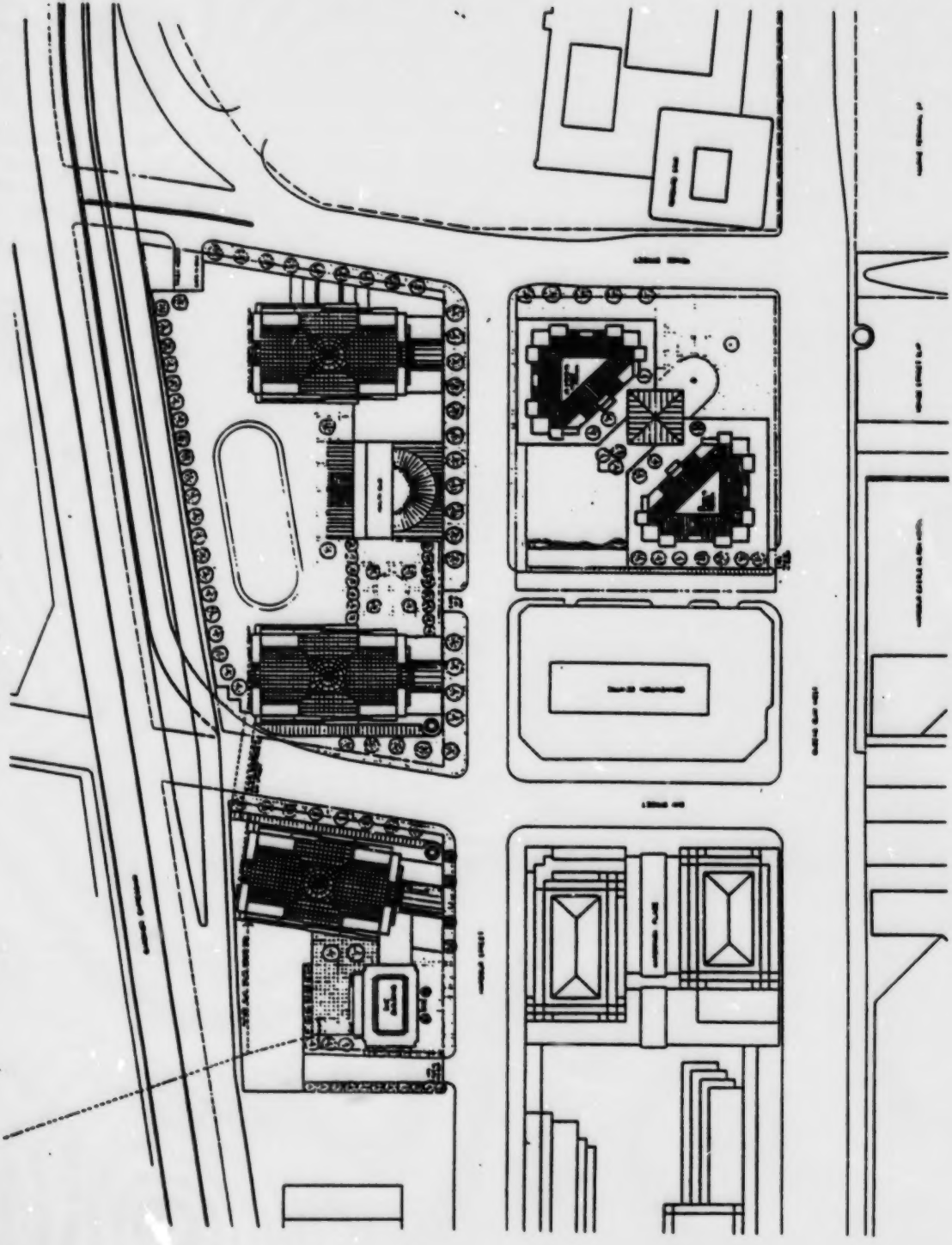
WORLD TRADE CENTRE SITES AND ENVIRONS

APPLICATION No. 1773

The Central Waterfront ↑

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MARCH 1986



SITE PLAN DETAILS

APPLICANT'S DRAWING

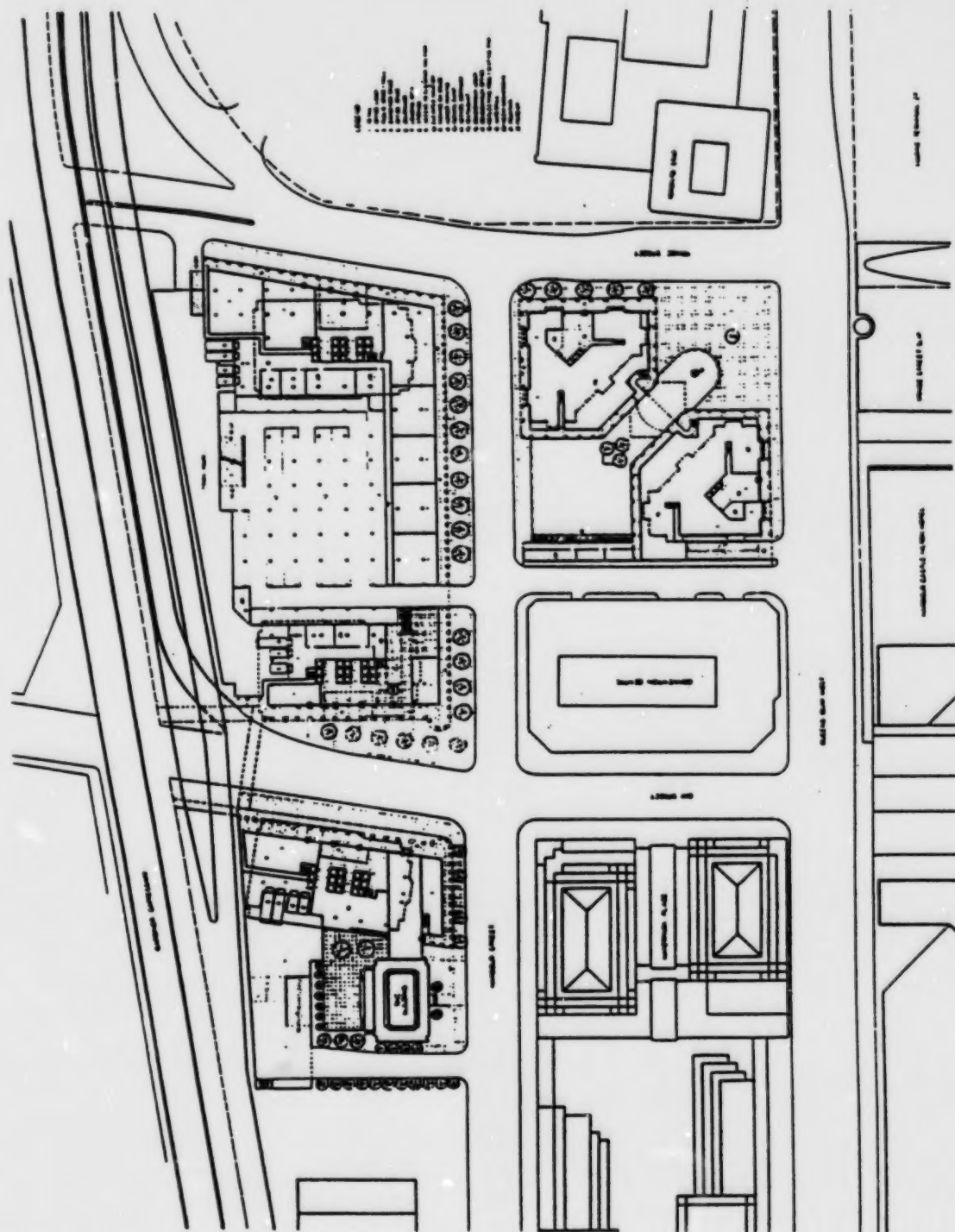
APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT (REDU)

CITY OF TORONTO PLANNING DIVISION

DATE: 1986



GROUND FLOOR PLAN

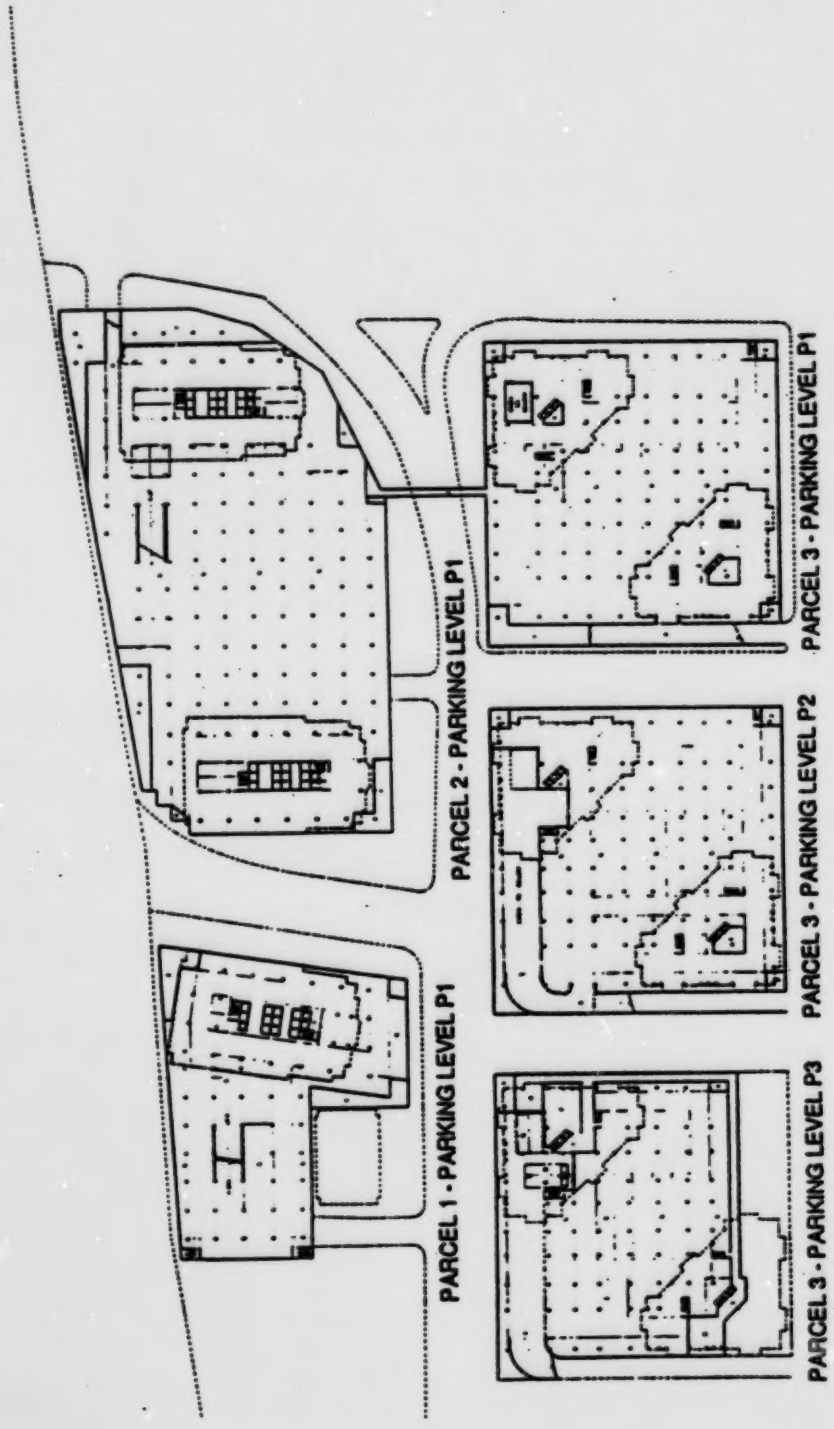
APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

(REDUCED DRAWING)





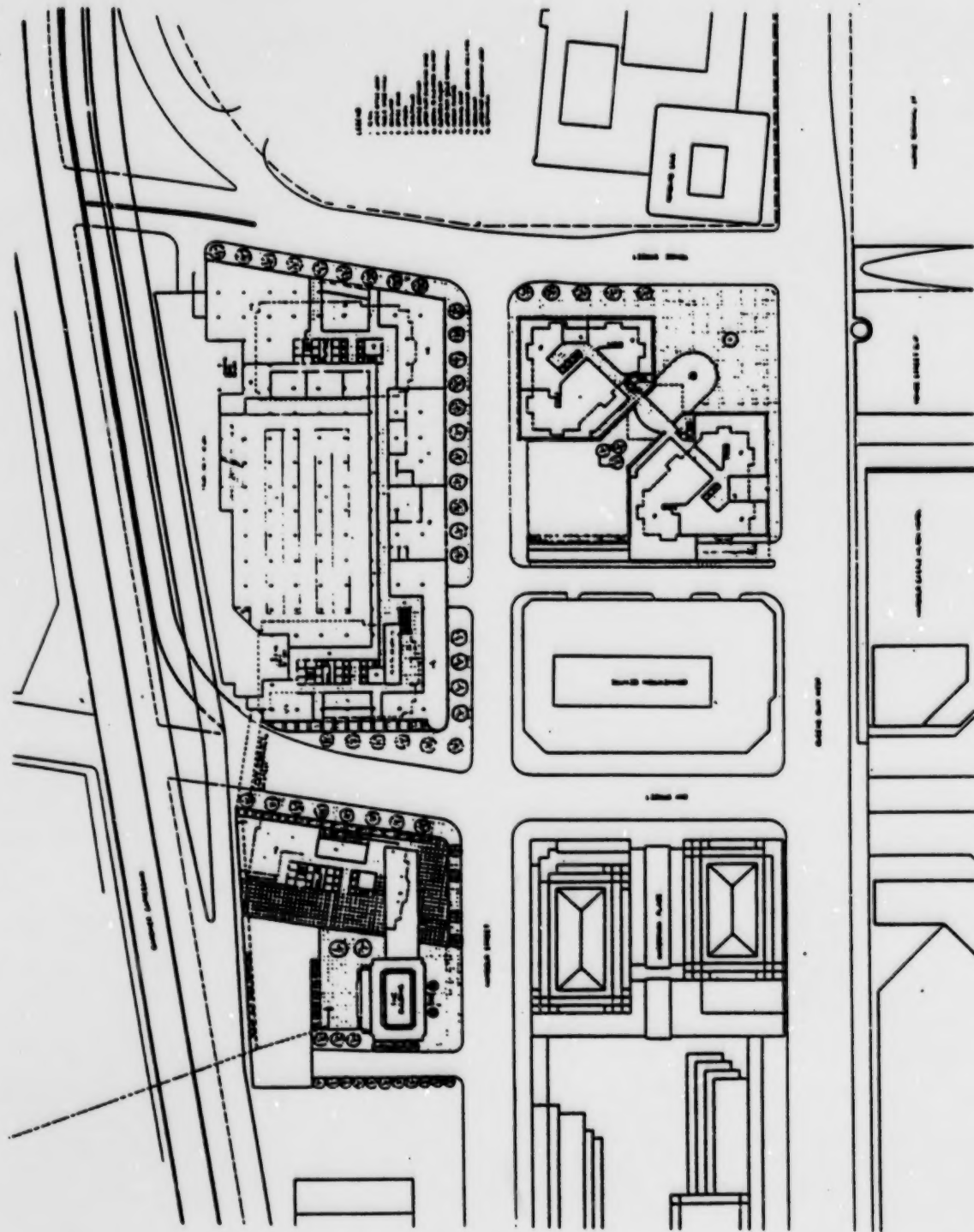
UNDERGROUND PARKING PLAN

APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT (REDUCED DRAWING)
CENTRAL CORE AND WATERFRONT PLANNING DIVISION 1986





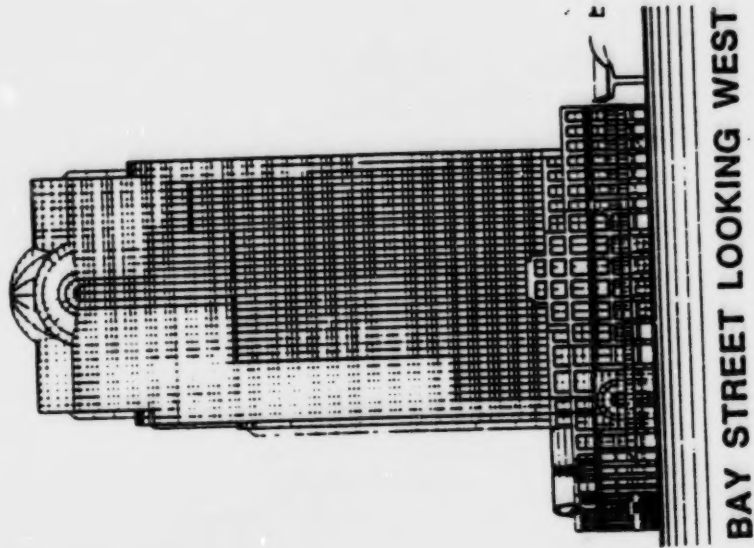
SECOND FLOOR PLAN

APPLICANT'S DRAWING

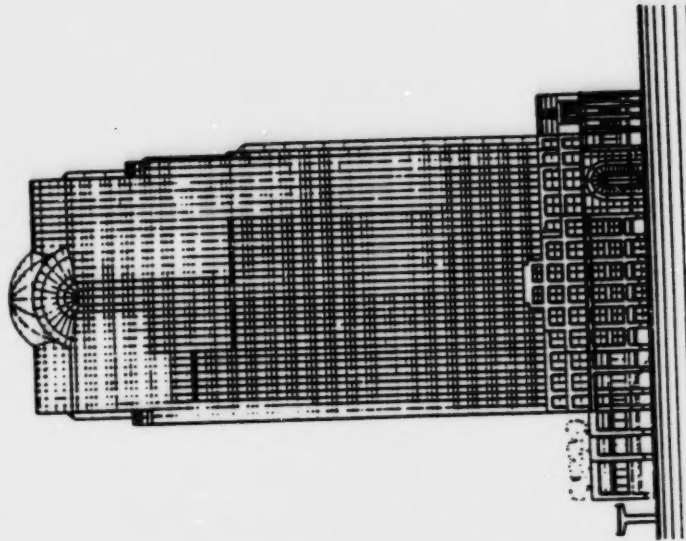
APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

(REDUCED DRAWING)



BAY STREET LOOKING WEST



BAY STREET LOOKING EAST

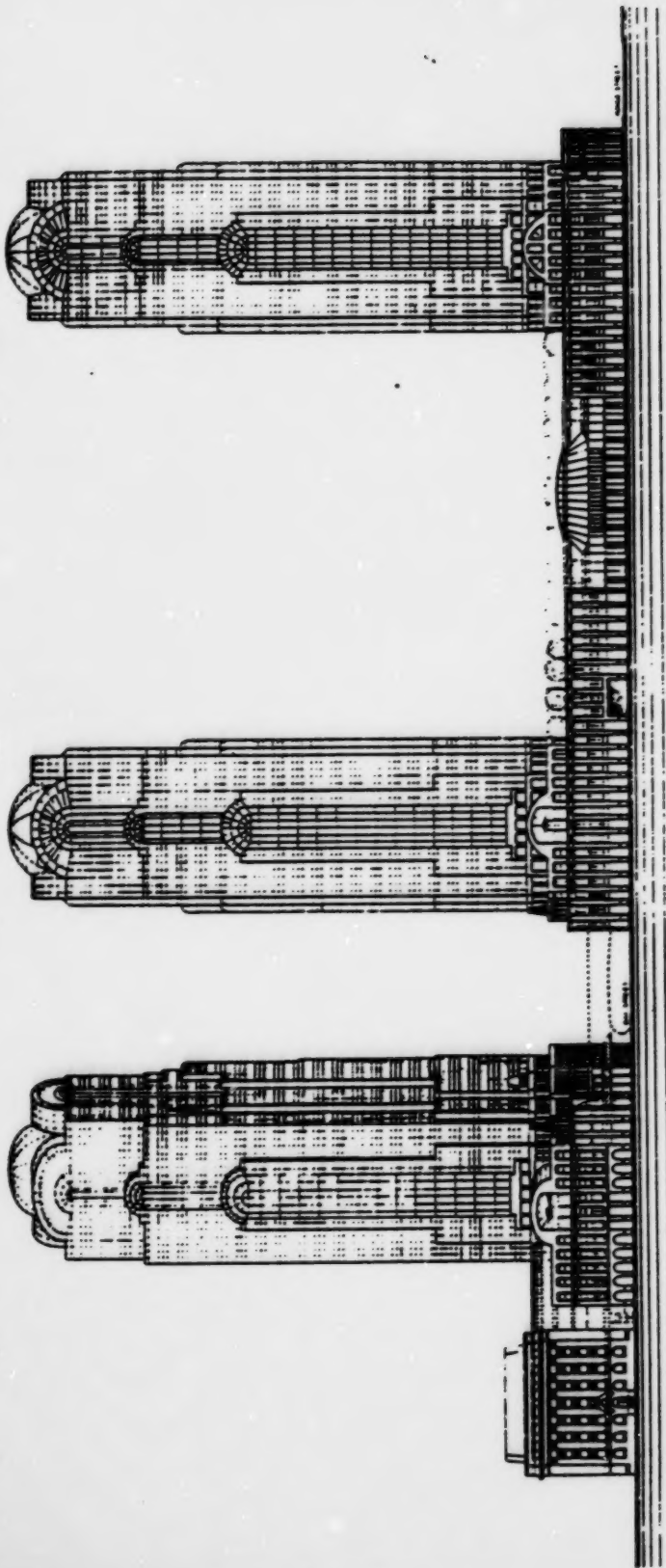
ELEVATIONS

APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

(REDUCED DRAWING)

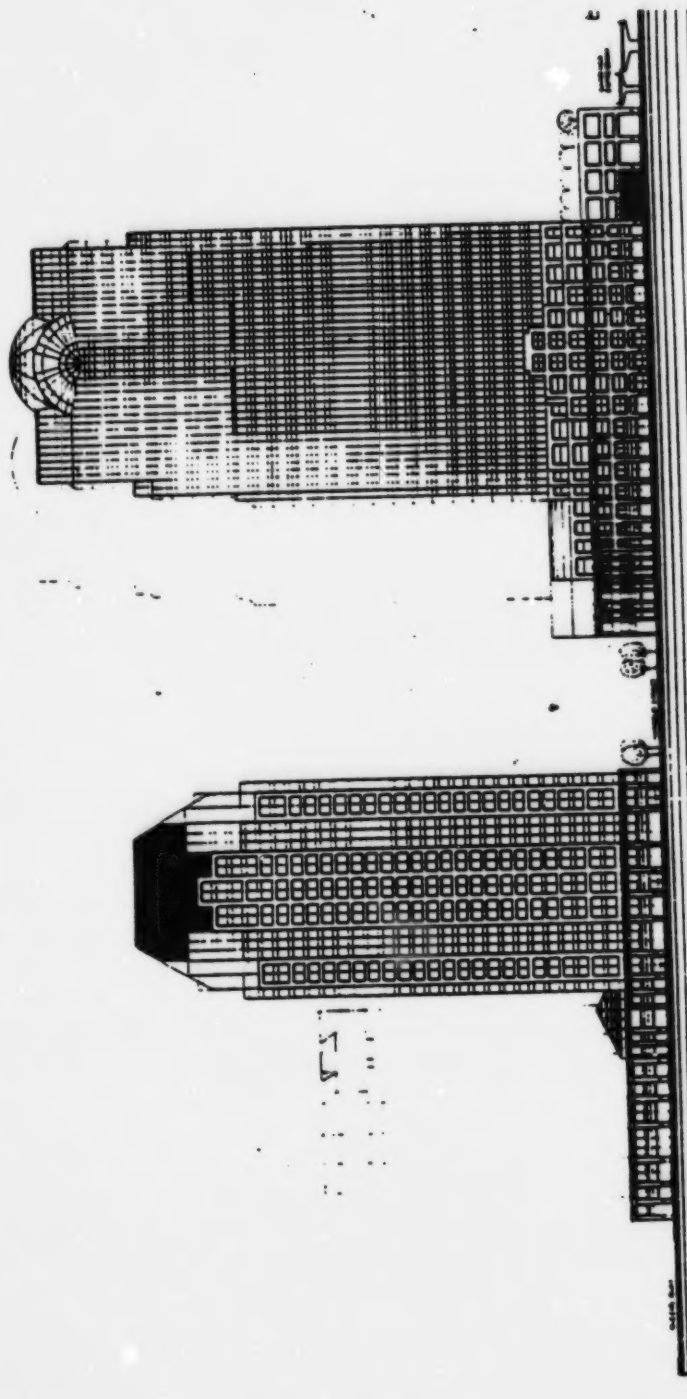


HARBOUR STREET LOOKING NORTH

ELEVATIONS
APPLICANT'S DRAWING
APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
 CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 CENTRAL CORE AND WATERFRONT PLANNING DIVISION

(REDUCE DRAWING)
 JJA 1966



YONGE STREET LOOKING WEST

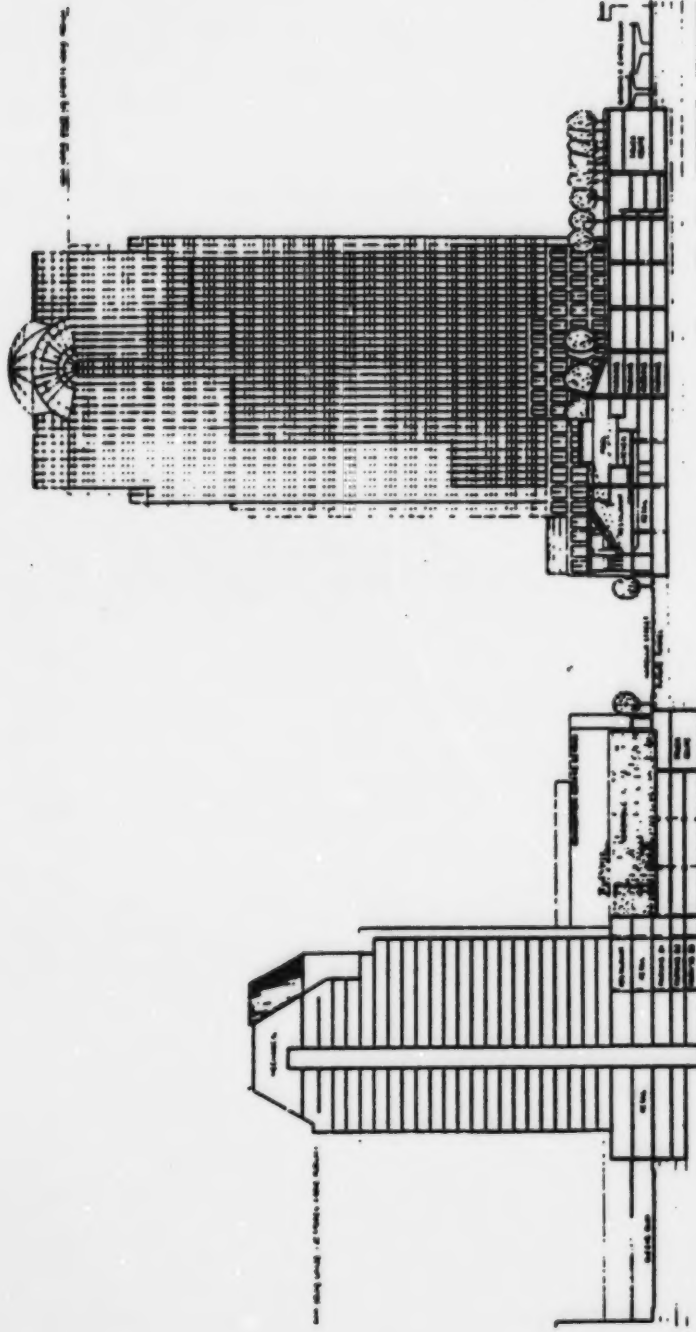
ELEVATIONS

APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER
OF THE TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

(REDUCED DRAWING)



**RESIDENTIAL CONDOMINIUM
TOWER WEST**

**RESTAURANT, POOL
(WEST OFFICE TOWER BEYOND)**

NORTH-SOUTH SECTION

APPLICANT'S DRAWING

APPLICATION NO 1773

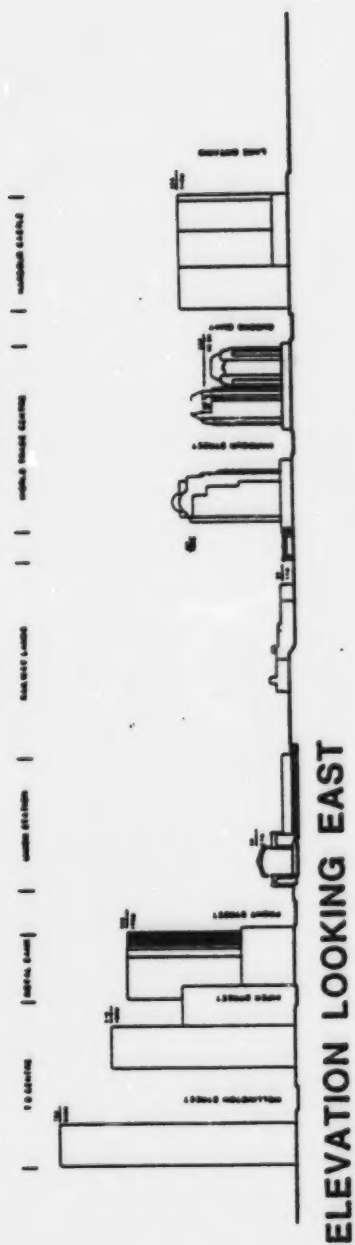
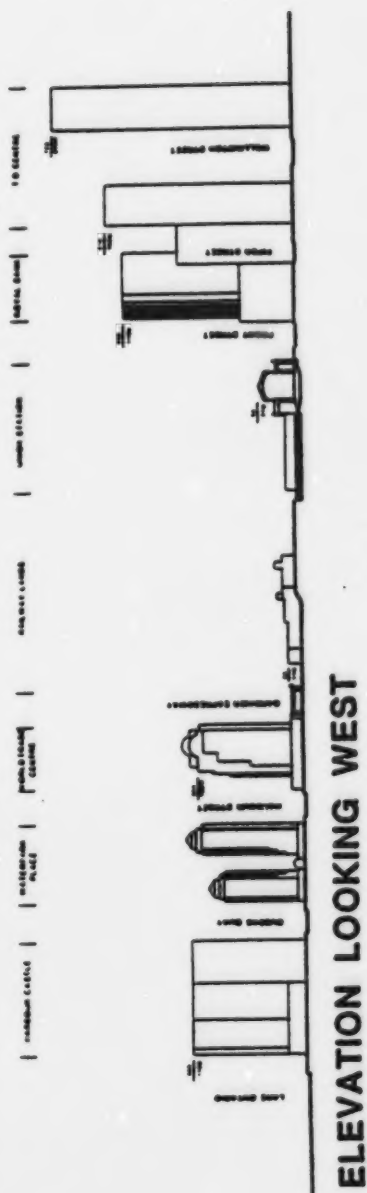
STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

(REDUCED DRAWING)

JAN. 1986



SITE PROFILE

APPLICANT'S DRAWING

APPLICATION NO. 1773

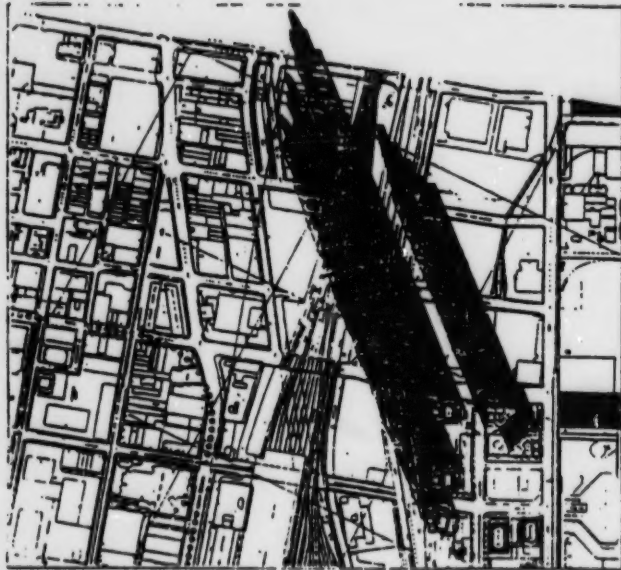
STEVEN G. MCLAUGHLIN, COMMISSIONER

STEPHEN G. McLAUGHLIN, COMMISSIONER
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

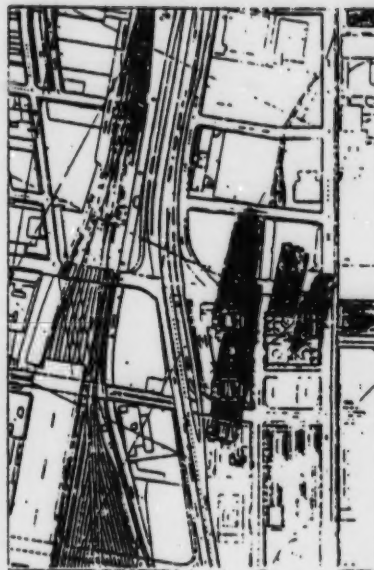
CITY OF TORONTO

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

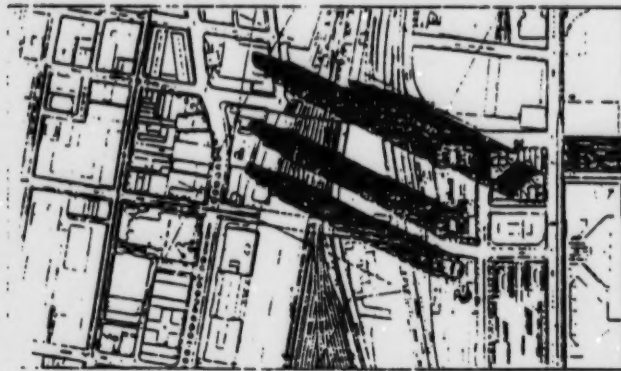
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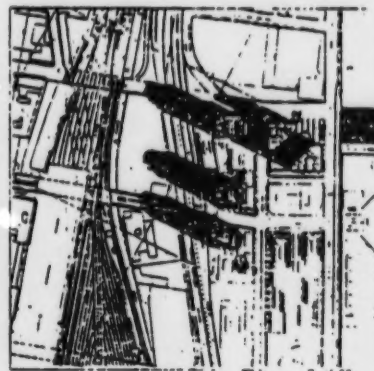
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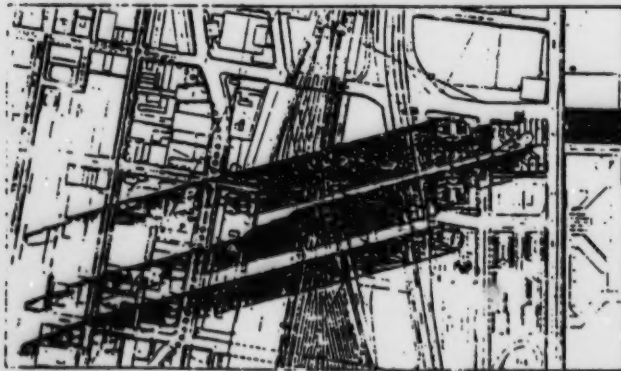
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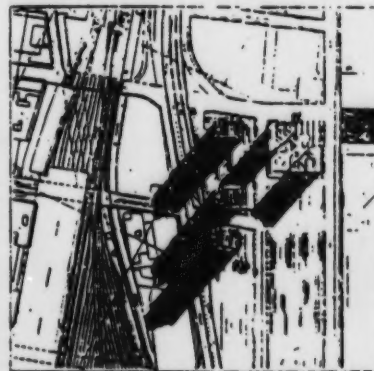
DECEMBER 21, 12.00 NOON



JUNE 21, 12.00 NOON



DECEMBER 21, 9.00 A.M.



JUNE 21, 9.00 A. M.

SHADOW DIAGRAMS

APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CITY CORE AND WATERFRONT PLANNING DIVISION

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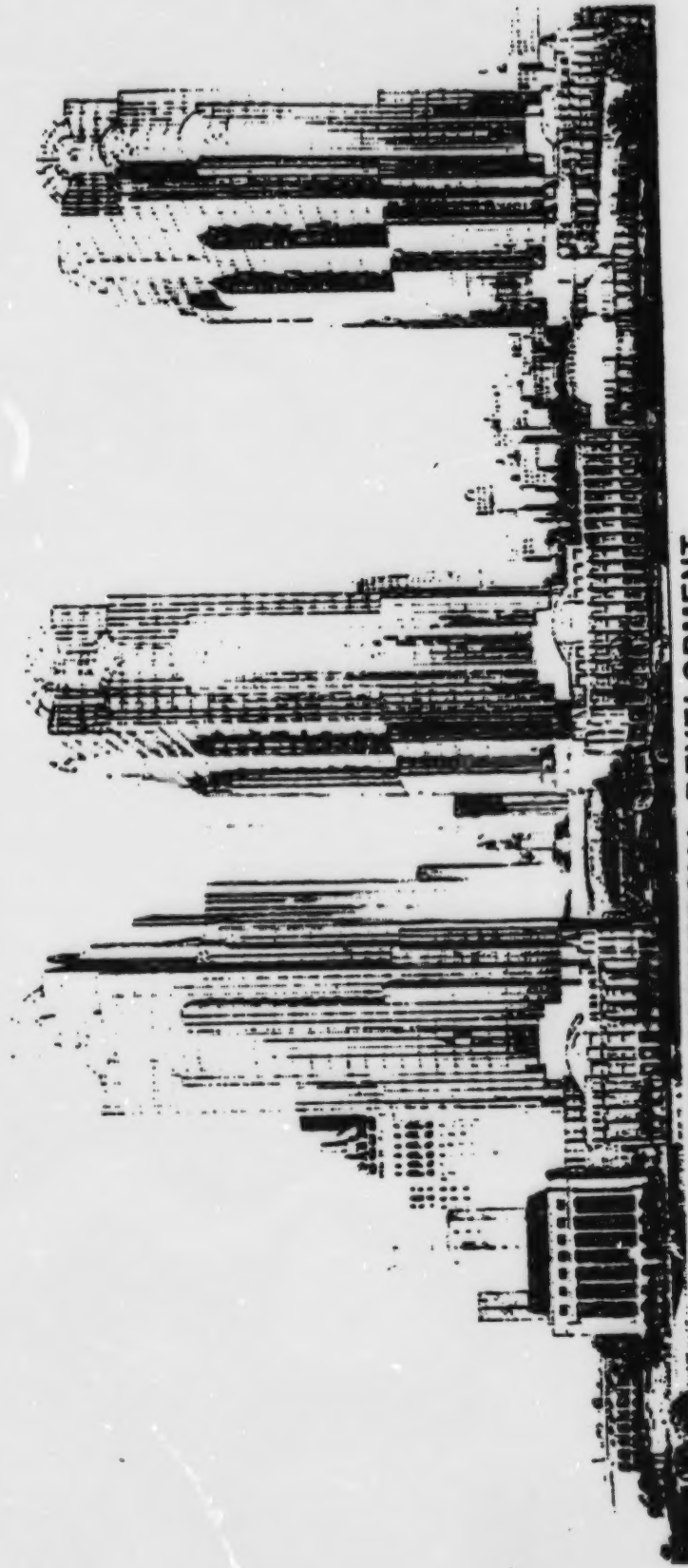
JAN 1986



PARCEL 2

BAY STREET

PARCEL 1



SOUTH VIEW OF PROPOSED COMMERCIAL DEVELOPMENT

NOTE: PROPOSED RESIDENTIAL TOWERS ON PARCEL 3 NOT SHOWN

APPLICANT'S DRAWING

APPLICATION NO. 1773

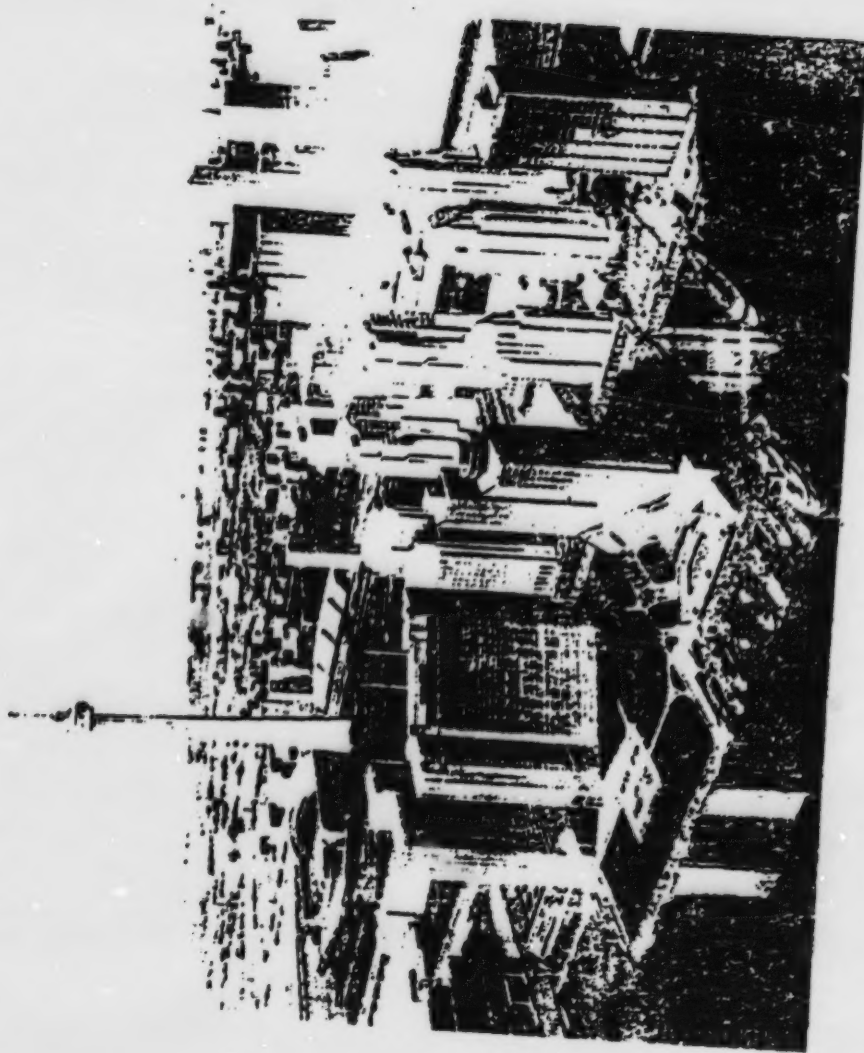
STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

(REDUCED DRAWING)

JANUARY 1988



AERIAL PERSPECTIVE

APPLICANT'S DRAWING

APPLICATION NO. 1773

STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

(P.E.D.)

(DRAWING)

DATE: OCT 1986



CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/11773
CC&W/Wft.
September 3, 1986

To: Land Use Committee.

Subject: Final Rezoning Report for the World Trade Centre.

Origin: City Clerk, upon application by York-Hannover
Developments Ltd. (Application No. 11773)
(c711uc86324:81)

Comments:

1. Background

On March 26, 1986, the Land Use Committee had before it my Final Report (March 24, 1986) recommending a Part II Official Plan Amendment for the World Trade Centre. The Committee deferred consideration of the report pending further reports dealing with Zoning By-law amendments, workplace daycare, assisted housing, a Heritage Easement Agreement for 60 Harbour Street and other matters referred to in the report. The Committee also referred the report to the Planning Advisory Committee which approved the recommended Part II Official Plan Amendment on April 1, 1986.

This report recommends Zoning By-law amendments which implement the land use, density and built form policies set out in the proposed Part II Plan. It should be considered in conjunction with my above-mentioned Final Report on the Part II Plan. Section 3 therein describes the three development parcels comprising the majority of the lands within the World Trade Centre area (see attached Figure 1). Section 4 outlines, in detail, the building scheme for these parcels. It generally comprises an office tower west of Bay Street, north of Harbour Street (Parcel 1); two office towers connected by a podium between Bay and Yonge Streets, also north of Harbour (Parcel 2); and two residential towers between Bay and Yonge Streets, south of Harbour (Parcel 3). The historic Toronto Harbour Commission Building would be preserved on Parcel 1 and a significant publicly accessible open space would be incorporated on Parcel 3 (see Figure 2).

The current zoning designation on Parcels 1 and 2 is C1 V1, which permits commercial and residential uses up to a maximum gross floor area of three times the area of the lot. The C1 V1 designation was put in place by Council in 1976, as part of a general holding strategy intended to stop high density office development in parts of the Central Waterfront prior to the adoption of new Official Plan policies.

Land Use Committee

September 3, 1986

Parcel 3 is zoned C1 L0.5 which permits, pursuant to By-law No. 276-76, convention facilities and parking up to a maximum gross floor area of 1.5 times the area of the lot. The intent of this site-specific designation was to allow the present Harbour Castle convention facility to be built, but require a rezoning for further development on the remainder of the block.

2. Discussion

2.1 Use and Density

The use and density provisions contained in the Zoning By-law amendments recommended in this report are consistent with those set out in Sections 5.1 and 5.2 of my companion report on the Part II Official Plan. A maximum commercial office density of 4.5 times the aggregate area of Parcels 1, 2 and 3 is permitted on Parcels 1 and 2. This results in a total of 150 115 square metres of gross floor area which may be used for office purposes. Of this, 50 039 square metres is assigned to Parcel 1, and the remaining 100 076 square metres to Parcel 2.

I would note that certain portions of Parcel 2, in particular, strips of land along Bay and Yonge Streets, and lands under the now in-operative on-ramp to the Gardiner Expressway, are owned by Metropolitan Toronto and are dedicated for roads purposes (see Figure 3). Metro has agreed to sell the ramp lands to York-Hannover for development purposes, and for incorporation into the building lots on Parcel 2.

The original application also included the strips of land along Bay and Yonge Streets in the building lots on Parcel 2. The lands themselves were to be landscaped as part of the street boulevard, and their respective densities, as assigned by the Part II Plan, were to be utilized in the adjoining buildings. However, Metro subsequently indicated that it would retain ownership of the lands, but agreed to the original approach regarding the deployment of density. Accordingly, the proposed zoning does not assign any gross floor area to the lands to be retained by Metro but, rather, incorporates the available density within the adjoining lots. This will allow the scheme to be developed as proposed by the applicant and described in my Final Report on the Part II Plan.

In addition to the above-mentioned office density, commercial gross floor area equivalent to approximately 0.46 times the area of Parcels 1, 2 and 3 would be permitted within the Parcels for retail and service uses, and community services and facilities. Minimum amounts of space are to be required for street-related retail and service uses, as detailed on the Ground Floor Plan of the application (see Figure 4). Further, a small amount of

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flexibility for a trade-off between office space and retail space is provided within the commercial building envelopes.

The proposed rezoning permits residential gross floor area on Parcel 3 equivalent to 1.97 times the aggregate area of Parcels 1, 2 and 3, consistent with the recommended Part II Plan. It assigns 36 975 square metres of gross floor area to the easterly residential building, and 28 065 square metres to the westerly building. Furthermore, it limits the number of dwelling units which may be provided within the easterly and westerly buildings to 408 and 292, respectively. The maximum unit count assumes an average unit size of 93 square metres which is in line with the present market trend towards small, moderate priced units. The owner would, of course, have the option of building a lesser number of larger units.

Parking above grade is to be permitted on Parcel 2, up to a maximum density of 1.0 times the area of the Parcel. The proposed zoning amendments restrict the location of the parking structure so that it cannot be exposed to the street along Bay, Harbour or Yonge.

The proposed zoning amendments require that colonnades be incorporated along street frontages (other than Lake Shore Boulevard) in all of the building envelopes, and specify that they be at least 4.57 metres in width and height. Other requirements include the provision of at least 3 668 square metres of publicly accessible outdoor space on Parcel 3, and 962 square metres on Parcel 1. These figures reflect the areas of the courts illustrated in the application. Finally, residential recreation space, and parking and loading facilities would have to be provided in compliance with the requirements set out in the Zoning By-law for buildings in Central Area mixed-use districts, as augmented by the condominium parking requirements determined by the Commissioner of Public Works and contained in the proposed Zoning By-Law for this project.

2.2 Built Form

Sections 4 and 5.3 of my companion report on the Part II Official Plan discuss the built form characteristics of the scheme, as illustrated by Figures 4 to 11 attached. The recommended zoning envelopes reflect the height and setback conditions described. The envelopes, shown as Parts 1 to 14a on the attached Maps 1, 2.1, 2.2, 2.3 and 3, permit a small amount of flexibility for design refinements which will be dealt with in Development Review.

A maximum height limit is specified for each of the five tower envelopes. In the case of commercial towers, the height limit is 125 metres (Parts 1a, 5 and 11). This would permit buildings

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which rise about 30 storeys above grade, plus an additional 15 metres for sculpted caps including mechanical penthouses. The east and west residential towers have a height limit of 110 metres and 89 metres, respectively (Parts 12 and 13). These maximums would permit buildings up to about 32 storeys (97m) and 25 storeys (76m), respectively, plus 13 metres for caps.

The recommended zoning sets out minimum required heights as well as maximum height limits for the podiums around the towers, as shown on the attached Maps (Parts 1b, 1c, 6, 10, 12a and 13a). The minimum specifications devolve from urban design and wind control considerations. Those portions of the scheme which are not to be built upon, including landscaped open spaces and Metro lands, have been given a height limit of 0 metres (Parts 1d, 6a, 10c, 14 and 15).

Maps 4 to 6 of the proposed Zoning By-law amendments specify "minimum extent lines" to which the building must be constructed along its frontages. This provision is intended to ensure consistent setback conditions along Bay, Harbour and Yonge Streets.

2.3 Pedestrian Facilities

The proposed zoning requires that an enclosed pedestrian bridge with a minimum clear width and height of 3.66 metres be provided between the office towers on the east and west sides of Bay Street. The need for a pedestrian bridge over Bay between the two towers was identified in response to the current difficult traffic conditions that exist at grade and the heavy pedestrian movement that will occur with the development of an office tower on the east side of Bay Street. Its erection is required by the By-law prior to occupancy being permitted in the second tower for anything other than community service or parkland. The applicant has agreed to this provision. The bridge would connect into the second level circulation system within the buildings, and eventually link the Blue Route originating at Union Station, with the east side of Bay.

This secondary circulation system would be extended south to Parcel 3 by way of a pedestrian underpass below Harbour Street which would also be required in the zoning. The underpass is to have a minimum clear width of 3.66 metres, a minimum clear height of 3 metres, and would be directly accessible from the colonnades on the north and south sides of Harbour street. It is required as a midblock crossing due to the permitted use of Parcel 2 as the site for, amongst other things, visitor parking for Parcel 3 and the Harbour Castle Convention Centre. The applicant has also agreed to this requirement.

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3. Comments From Civic Officials

Responses to the application have been received from the City Commissioners of Public Works, Parks and Recreation, and Buildings and Inspections, and from the Metropolitan Commissioner of Planning. Their communications are contained in Appendix A and discussed following.

3.1 Parks and Recreation

The Commissioner of Parks and Recreation indicates that existing park and recreational facilities in the area appear to meet with the requirements of the Part I Official Plan. He requests a detailed landscaped plan showing species, size and location of all plant material. Further, he outlines the requirements which apply to the sixteen City-owned trees within the area.

The applicant has been advised of the Commissioner's comments and detailed landscape plans will be provided at the time of the Development Review.

3.2 Buildings and Inspections

The Commissioner of Buildings and Inspections lists the sections of the Zoning By-law with which the proposed scheme is not in compliance. The applicant has been advised of those contraventions which must be corrected. Of course, the recommended zoning amendments reflect the application and will address the items raised by the Commissioner.

3.3 Public Works

The Commissioner of Public Works makes recommendations with respect to noise, utilities, refuse handling, traffic, parking and loading facilities, the provision and maintenance of a pedestrian tunnel, municipal numbering and reference plans of survey. I concur with the Commissioner's recommendations as set out, and advise that these matters are either incorporated into the text of the Zoning By-Law, where appropriate, or in a collateral agreement, as recommended below.

Consistent with the approach taken on Waterpark Place, I recommend that the applicant prepare improvement plans for the pedestrian tunnel between Parcels 2 and 3, for sidewalks and boulevards within all adjoining public rights-of-way, and that all such plans be reviewed and approved by the Commissioner of Public Works and myself. The applicant should also pay for the installation of the approved improvements. I suggest that this arrangement be secured through a collateral agreement between York-Hannover and the City.

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3.4 Metropolitan Planning

The Metropolitan Planning Commissioner identifies two main areas of concern:

- "(a) a development agreement be executed to limit office development to the existing zoning limit of floor space index of 3.0 (and defer the additional floor space index of 1.5 to be permitted in Part 2 Plan) until such time as approvals are in place for the Front Street extension and Gardiner widening;
- (b) the existing alignment of Harbour Street across Yonge Street be retained;"

With respect to item (a), as stated in my Final Report on the Part II Plan, I am of the opinion that the full amount of office space permitted by the Plan can be reasonably accommodated, notwithstanding Metro's concerns related to regional road capacity. Thus, I am recommending Zoning By-law amendments which do not restrict office development within the limits of the Plan. The Metropolitan Solicitor and Planning Commissioner have recently concurred with this approach, on the basis that the applicant enter into an agreement with Metro which would in effect hold development on one-third of the office density until Metro's transportation concerns have been addressed. The applicant has agreed to do so.

Item (b) above calls for the retention of the existing alignment of Harbour Street across Yonge Street. This matter is discussed in Section 5.4 of my Final Report on the Part II Official Plan. Therein I state that both the applicant and myself have a strong preference for a modified intersection design at Harbour and Yonge Streets which more closely reflects the typical grid pattern found in the City. We have had ongoing discussions with the City Commissioner of Public Works and the Metropolitan Planning Commissioner on this matter, and have not yet reached agreement on any one final design. Accordingly, the proposed zoning amendments provide three development alternatives for this portion of the site. This approach should allow for the future resolution of the intersection issue without requiring further zoning changes.

The first development alternative is based on a "T" intersection at Harbour and Yonge, and is the option preferred by both the applicant and myself. (See Map 2.1). The second alternative is based on an intersection design which introduces a degree of curvature to the Harbour Street alignment that is less extreme than the existing condition (Map 2.2). This option has been developed by my staff as a compromise between the "T" intersection

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and the existing "S" curve alignment which is the third alternative, and the one preferred by Metro (Map 2.3).

In all three alternatives, the configuration of the podium is determined by the intersection alignment, and the colonnade follows the street line. The tower envelope in the first alternative mirrors the envelope of the companion tower to the west. The envelope moves north about 9 metres with the second alternative, and another 9 metres north with the third.

As both Harbour and Yonge Streets are Metro roads, the final decision on the alignment of Harbour Street will have to be made by Metro prior to the sale of surplus lands on Parcel 2 to the developer. It should be pointed out in this regard that Metro Council has already approved the sale of surplus lands on Parcel 2 to the Toronto Harbour Commissioners based on the existing "S" curve alignment.

The Metro Planning Commissioner raises three additional matters respecting: grade separated pedestrian crossings over Bay Street and Lakeshore Boulevard; the location of the vehicular driveway on the north side of Harbour Street; and the dedication of a strip of land for road purposes on the west side of Bay Street. The first two items will be dealt with in subsequent reports. The third item involves the widening of Bay Street, which the Commissioner of Public Works and myself do not support. This is the subject of a proposed Official Plan amendment by Metro and will be dealt with later as a separate matter.

4. Other Matters

4.1 Assisted Housing

As discussed in my Final Report on the Part II Amendment, Section 5A.29(d) of the Central Waterfront Plan calls for the provision of assisted housing in the Central Bayfront consistent with Council's housing goals for the Central Area and establishes a target of 30%. The applicant has agreed to the 30% target for the World Trade Centre, which is consistent with the assisted housing targets for other developments in the area.

Since the earlier report, the applicant has agreed to meet this requirement in whatever fashion is acceptable to the Commissioner of Housing and myself. Although my earlier report indicated that the applicant was seeking to purchase a site within the Central Area that could accommodate between 150 - 200 assisted units satisfactory to the Commissioner of Housing and myself, this has not yet occurred.

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I have been advised by the Commissioner of Housing that a policy report currently being drafted by the Housing Department, in consultation with the City Solicitor, will set out a proposal for an additional means of satisfying assisted housing obligations (specifically a "cash in lieu" type of option to complement the "offsite" and "onsite" options), and will recommend that such an approach form part of the World Trade Centre arrangements, rather than the provisions of a site for assisted housing as I had recommended.

Until I have had an opportunity to see and review the proposed general policy report, I cannot comment on either its general implications or its acceptability in terms of this development. However, so as not to delay the review of the proposed Zoning By-law amendments while this matter is being determined, I recommend that this Final Rezoning Report be considered, with final approval remaining subject to my reporting directly to Council that the applicant has met its assisted housing requirement in a fashion acceptable to the Commissioner of Housing and myself.

4.2 Workplace Daycare

Agreement has been reached with the applicant on the provision of a workplace daycare centre within the commercial tower on Parcel 1, subject to a satisfactory environmental impact statement in respect of the outdoor play space. If environmental conditions are found to be unacceptable, the applicant has agreed to provide the facility on Parcel 2, which has more flexibility in terms of outdoor space. In this case, a temporary facility would be established in conjunction with construction of the first commercial tower should it be located on Parcel 1, as expected. This arrangement is similar to the approach taken for Waterpark Place.

The facility would accommodate at least 50 children plus necessary staff, and be designed in accordance with Provincial regulations and municipal standards. It is to be completed at the applicant's expense, when the building is ready for occupancy, and would be run by an existing non-profit centre or, if that is not possible, by a non-profit corporation. The owner would grant a lease for a fully completed and equipped facility, for a term of 25 years and a rental of two dollars. Title to the equipment is to be transferred to the daycare operator for a nominal amount.

The specific terms and conditions of the daycare agreement are to be similar to those incorporated in the Waterpark Place Master Agreement, as approved by Council. I am recommending that the applicant be required to enter into such agreement prior to the introduction of the Bills into Council.

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4.3 Blue Route

Provision will be made within Parcel 1 for the southerly extension of the pedestrian "Blue Route" which is to originate, in future, at Union Station, and connect to Parcel 1 via a bridge over Lake Shore Boulevard (see Figure 12). The exact location of the building is undetermined at present, therefore an easement is to be granted to the City along the northerly limit of Parcel 1, which could accommodate a range of possible connections from Bay Street westerly for a distance of about 90 metres. A portion of this easement would pass through the office tower at the second level, and would align with the pedestrian bridge over Bay Street. Stairs would provide a direct connection the colonnade below.

The remaining portion of the easement would continue outside of the tower along the north edge of the podium adjoining Lakeshore Boulevard. It would be intersected by another easement connecting to Harbour Street from along the westerly edge of the courtyard. The Blue Route easement is to have a minimum width of 4.57 metres and be designed as a colonnade or covered walkway where it is not within a building.

York-Hannover has also agreed to contribute \$75,000 towards the cost of construction of the proposed Blue Route bridge on Lake Shore Boulevard. This amount represents 25% of the anticipated construction cost of the bridge in 1986 dollars, and is consistent with the cost-sharing formula devised for the public infrastructure in the Railway Lands, of which this will be an extension. The money will be kept in an interest-bearing account by the City until it is used; the interest being used to cover any inflationary increases in cost that occur prior to construction. If the bridge is not built in 15 years, the money and interest will be returned by the City to York-Hannover or its successor.

I am recommending that the applicant be required to enter into an agreement covering these matters prior to the introduction of the Bills into Council.

4.4 Design Competition

York-Hannover has agreed to conduct a two-stage international design competition for a piece of public art to be located on the Yonge Street Plaza of Parcel 3. I have reviewed the programme and budget of the proposed competition with the applicant and consider it an excellent private initiative for the improvement of publicly accessible open space in the Waterfront area. A description of the competition, as submitted by York-Hannover, is attached as Appendix C.

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Because the competition is viewed as a significant public benefit, I am recommending that the applicant be required to enter into an agreement with the City prior to introduction of the Bills into Council, committing the applicant not to compel the City to grant Development Approval for development on Parcel 3 prior to the described Competition being conducted and a winning scheme chosen, and not to compel the City to issue a building permit for construction on Parcel 3 prior to a contract for its construction being issued.

4.5 Copthorne Holdings and Parcel 3

On July 14, 1986, I received correspondence from Anthony Kemp, Architects (acting for Copthorne Holdings Ltd. - owner of the Harbour Castle Hilton Hotel & Convention Centre) advising me that Copthorne Holdings has a number of concerns regarding the World Trade Centre proposal, including its effect on the loading areas of the Convention Centre.

The loading area of the Convention Centre is located at the north-east corner of the existing building, and currently utilizes a truck turning area on part of Parcel 3 of the World Trade Centre project. This area includes the proposed open space at the north-west corner of the residential development site. The land area of the turning area is owned by the Toronto Harbour Commissioners, and is to be sold to York-Hannover. The land area of the Convention Centre is also owned by the Toronto Harbour Commissioners and is leased to Copthorne. The boundary between the two lease areas is roughly at the midpoint of a shared private lane east of the Convention Centre, and extends from Harbour Street to Queen's Quay.

Having reviewed this problem with the Commissioner of Public Works, I am of the opinion that it is possible, if necessary, to incorporate the truck turning function of the Convention Centre in an acceptable fashion on the north-west public open space area of Parcel 3, although it may require a change to the currently proposed landscaping of the area. Because of this, I see no reason to delay Council's approval of the rezoning while Copthorne and York-Hannover discuss and resolve the specifics of this problem. I will be monitoring it to ensure that the final solution meets the urban design criteria that the City has for this site, and will report further on it at the time of development review.

Recommendations:

1. That the Land Use Committee hold a public meeting as required by the Planning Act, 1983, in respect of a proposed amendment to the City's Zoning By-law as it affects the lands comprising

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- the World Trade Centre, shown on Maps 1 to 3, so as to: (a) exempt the site from Sections 2(64), 4(12), 4(13), 4(13A), 4(14), 4(16), 12(1), 12(2), 12(3), 16(2)(203), 16(2)(000); and
- (b) permit the erection or use of one or more buildings or structures within the World Trade Centre Area, provided that each of the following provisions in respect of particular parts of the World Trade Centre Area is satisfied:
- i) the total gross floor area erected or used within Parts 1a, 1b, 1c and 2 does not exceed 54 939 square metres, of which no more than 50 039 square metres may be used for office purposes and no more than 1 500 square metres may be used for retail and service uses, and community services and facilities;
 - ii) no building or structure or portion thereof extending above grade may be erected or used on the whole or any one or more portions of Part 1d and 6a except for the purposes of a canopy projecting a maximum of 3 metres or a cornice projecting a maximum of 500 mm, from a building or structure erected within Part 1b or Part 6.
 - iii) the gross floor area erected or used for office purposes within Part 2 does not exceed the amount of gross floor area existing on May 1, 1986, within the building municipally numbered 60 Harbour Street;
 - iv) the gross floor area erected or used within Parts 5, 6, and 7 does not exceed 58 312 square metres, of which no more than 50 039 square metres may be used for office purposes; no more than 3 057 square metres may be used for retail and service uses, and community services and facilities, and no more than 6 466 square metres may be used for above grade parking purposes;
 - v) the gross floor area erected or used within Parts 8, 9, 10, and 11 does not exceed 67 557 square metres, of which no more than 50 039 square metres may be used for office purposes, no more than 9 720 square metres may be used for retail and service uses, and community services and facilities, and no more than 9 698 square metres may be used for above grade parking purposes;
 - vi) the gross floor area erected or used within Parts 12 and 12a does not exceed 39 319 square metres, of which no more than 36 975 square metres may be used for residential purposes and no more than 2 344 square metres may be used for retail and service uses, and community services and facilities;

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- vii) the gross floor area erected or used within Parts 13 and 13a does not exceed 30 165 square metres, of which no more than 28 065 square metres may be used for residential purposes and no more than 2 100 square metres may be used for retail and service uses, and community services and facilities;
- viii) the total number of dwelling units erected or used within Part 12 does not exceed 408 and the total number of dwelling units erected or used within Part 13 does not exceed 292;
- ix) any building or structure erected within Parts 7 and 8 contains only parking and uses accessory to those uses permitted in Parts 5, 6, 9, 10, and 11;
- x) no building or structure or portion thereof extending above grade may be erected or used on the whole or any one or more portions of Part 3 except for the purposes of a deck, a covered walkway and an outdoor childrens' play area;
- xi) no building or structure or portion thereof extending above grade may be erected or used on the whole or any one or more portions of Parts 4, 14 and 14a except for structures which are permitted in common outdoor space.
- xii) no building or structure or portions thereof extending above grade may be erected or used on the whole or one or more portions of Part 14b except for the purpose of a pedestrian bridge and/or a canopy.
- xiii) at least 1 000 square metres of gross floor area erected or used within Parts 1a and 1b is used for street-related retail and service uses;
- xiv) at least 1 350 square metres of gross floor area erected or used within Parts 5 and 6 is used for street-related retail and service uses;
- xv) at least 2 250 square metres of gross floor area erected or used within Parts 9, 10 and 11 is used for street-related retail and service uses;
- xvi) at least 1 000 square metres of gross floor area erected or used within Parts 12 and 12a is used for street-related retail and service uses;

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- xvii) at least 1 300 square metres of gross floor area erected or used within Parts 13 and 13a is used for street-related retail and service uses;
- xviii) not less than 962 square metres of common outdoor space is provided on Part 4;
- xix) not less than 3 668 square metres of common outdoor space is provided on Parts 14 and 14a;
- xx) pedestrian walkways are provided in the form of a colonnade, having a minimum height of 4.57 metres and a minimum width of 4.57 metres, in the locations as shown on Maps 1, 2.1, 2.2, 2.3 and 3;
- xxi) the maximum heights of buildings or structures do not exceed the maximums specified on Maps 1, 2.1, 2.2, 2.3 and 3, provided that this provision does not apply to outdoor furniture, planters, safety devices or structures, ornamental structures and light standards not exceeding 3 metres in height, within Parts 4 and 14; and provided that no portion of any building or structure shall extend above the heights specified by the following table for Parts 1a, 5, 11, 12 and 13 other than a building or structure or portion thereof used for the purposes of a stair tower, elevator shaft, chimney stack or other heating. Cooling or ventilating equipment or window washing equipment located on the roof of such building or my fence, wall or structure enclosing such elements; or any structure used for safety or wind protection purposes:

<u>Part No.</u>	<u>Height (metres)</u>
Part 1a	125
Part 5	125
Part 11	125
Part 12	110
Part 13	89

- xxii) the building set backs are in compliance with the maximum and minimum set back provisions outlined on Maps 4, 5.1, 5.2, 5.3 and 6;
- xxiii) recreation space is provided in compliance with Subsection 4 of Section 12A of the Zoning By-law;
- xxiv) Provide and maintain the following parking spaces on each Parcel of the Development:

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- (a) Parcel 1 - a minimum of 215 parking spaces;
- (b) Parcel 2 - a minimum of 512 parking spaces; and
- (c) Parcel 3 - For up to 500 condominium units, a minimum of 1 space per unit for resident parking plus 0.06 spaces per unit for visitor parking and for 700 units a minimum of 0.9 spaces per unit for resident parking plus 0.06 spaces per unit for visitor parking. This parking supply to be prorated for any condominium development between 500 and 700 units based on the following equation:

$$\left(\frac{(\text{Proposed No. of Units} - 500)}{200} \times 130 \right) + 500$$

Further, should it not be possible to provide the condominium visitor parking on Parcel 3, this visitor parking requirement should be added to the 512 spaces on Parcel 2.

- xxv) loading facilities on Parcels 1 and 2 are provided in substantial compliance with Subsection 13A of Section 4 of the Zoning By-law. At least 1 Type G and 2 Type B loading spaces are provided and maintained on Parcel 3;
 - xxvi) no above-grade parking facilities are located within 10 metres of any exterior building walls, other than along Lake Shore Boulevard West within Parts 6, 7 and 8;
 - xxvii) an enclosed pedestrian bridge with a minimum clear width and height of 3.66 metres is provided between the buildings on Parts 1a and 5; and
 - xxviii) a pedestrian underpass with a minimum clear width of 3.66 metres and a minimum clear height of 3 metres is provided between the buildings on Parts 9/10 and 12/12a, and is directly accessible at least from the colonnades within such buildings.
2. That after the Official Plan Amendments referred to in my Final Report (March 24, 1986) on a Part II Official Plan for the World Trade Centre and in my Companion Report (September 3, 1986) to the Final Reports on the World Trade Centre, have been approved by Council subject to Council passing the amendments to By-law No. 276-76 recommended in the aforesaid Companion Report at the same meeting as the amendments to the City's Zoning By-law referred to in the foregoing Recommendation No. 1, and my reporting to Council that the

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applicant has met its assisted housing requirement in a fashion acceptable to the Commissioner of Housing and myself, Council enact such amendments to the City's Zoning By-law as set out in Appendix B to this report.

3. That the City Solicitor be authorized to prepare a collateral agreement and the agreement be entered into prior to the introduction of the Bills in Council, between the City and the owner to give effect to the following:

- (a) That the owner shall provide space within the development for the construction of transformer vaults, Hydro and Bell manholes and sewer manholes required in connection with the development.
- (b) That the owner agree to provide, at his own expense, a pedestrian level wind study respecting wind conditions within the publicly accessible open space on Parcel 3 shown on Figure 1, such study to be submitted to the Commissioner of Planning and Development at the time of Development Review.
- (c) That the owner agree to construct the project in accordance with the noise impact statement, prepared by Valcoustics Canada Limited, dated November 25, 1985, approved by the Commissioner of Public Works.
- (d) That the owner agree to provide, at his own expense, detailed plans and drawings for a pedestrian tunnel under Harbour Street (as described in Section 1 (xxviii) and for landscape improvements to the street boulevard within all public rights-of-way adjoining Parcels 1, 2 and 3, for the review and approval of the Commissioner of Planning and Development and the Commissioner of Public Works; and that the owner agree to pay for the installation of such improvements to City standards and specifications.

4. (a) That prior to the introduction of the Bills into Council the City enter into a heritage easement agreement under Section 37 of the Ontario Heritage Act with the owner of 60 Harbour Street using substantially the form of easement agreement prepared in June 1980 by the City Solicitor and on file with the City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor in consultation with the Toronto Historical Board and the Commissioner of Planning and Development.
- (b) That authority be granted for the introduction of any necessary Bills in Council to give effect thereto.

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- (c) That the owner(s) be requested to provide the Toronto Historical Board with two (2) copies of the required photographs of 60 Harbour Street for inclusion in the easement agreement.
5. That authority be granted to prepare and execute an agreement respecting:
- (a) the provision of daycare facilities, of a form and content similar to the Waterpark Place Master Agreement in respect of daycare, as discussed in Section 4.2 of this report;
 - (b) the provision of easements and monies by the applicant for the development of the Blue Route, as discussed in Section 4.3 of this report;
 - (c) the holding of a competition by the applicant for the design, construction and installation of a piece of public art to be located on the Yonge Street Plaza of Parcel 3, as discussed in Section 4.4 of this report;

and that the agreement be entered into prior to the introduction of the Bills to Council to give effect thereto.

Stephen G. McLaughlin
Commissioner

BGS:tc
jd:in

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APPENDIX A

Letters from Civic Officials

1. Letter from Commissioner of Metropolitan Planning Department dated April 9, 1986

"On January 31, 1986, we provided you with a staff memorandum outlining Metropolitan requirements for approval of the above development proposal as follows:

- (a) a development agreement be executed to limit office development to the existing zoning limit of floor space index of 3.0 (and defer the additional floor space index of 1.5 to be permitted in a Part 2 Plan) until such time as approvals are in place for the Front Street extension and Gardiner widening;
- (b) the existing alignment of Harbour Street across Yonge Street be retained;
- (c) grade separated pedestrian crossing be provided at no cost to the Metropolitan Corporation: (i) across Bay Street, south of Lake Shore Boulevard; (ii) Across lake Shore Boulevard, west of Bay Street;
- (d) a triangular-shaped strip of land owned by the Toronto Harbour Commission on the west side of Bay Street be conveyed to Metropolitan Toronto for a nominal sum for dedication for roads purposes;
- (e) the vehicular driveway onto Harbour Street, between Bay and Yonge, be shifted to an approximate mid-block location with the final design to be to the satisfaction of the Metropolitan Commissioner of Roads and Traffic and any road works on Harbour Street required for provision of this access to be undertaken at no cost to the Metropolitan Corporation;

Staff discussions subsequently took place on the first two items listed above. With respect to (a), it was agreed that as an alternative to a development agreement of the type used to defer office development in Harbourfront until additional transportation facilities were approved, zoning for the office development in the World Trade Centre in excess (floor space index 1.5) of the existing zoning (floor space index 3.0) could be subject to a holding symbol under Section 35 of the Planning Act.

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In that case, the Part 2 Plan for the World Trade Centre site(s) should specify the conditions for lifting the holding symbol. As proposed for the Railway Lands, this would be subject to certification by Metropolitan Council that adequate road capacity could be made available (approval of the Front Street extension/Gardiner widening) to accommodate office development in excess of floor space index of 3.0; otherwise City Council would not adopt a by-law to remove the holding symbol and ensure that the Metropolitan objection could be referred to the Ontario Municipal Board.

With regard to (b), the alignment of Harbour Street, the Commissioner of Roads and Traffic has reviewed the latest alternative design and advises that it still has an unacceptable impact on the capacity of the Harbour/Yonge intersection, is substandard in terms of safety and design criteria and would require additional property to be acquired on the east side of Yonge Street. Accordingly, the amount of Metropolitan-owned land to be made available to the developer will reflect the need to maintain the present alignment of Harbour Street. In this connection, you will note on the attached plan that the "surplus" Metropolitan lands have been revised to coincide with the original northerly limit of Harbour Street.

Finally, we note that studies of the Metropolitan Interceptor Sewer System currently underway, with respect to accommodating additional development in the Central Area, may indicate the need to direct flow from the World Trade Centre development to the Mid-Toronto Sanitary Trunk Sewer. This will require further determination by the City and Metropolitan Works Departments.

In conclusion, we request that the above noted Metropolitan concerns be implemented in the final Official Plan and Zoning Amendments (and Development Review as appropriate)."

2. Letter from Commissioner of Parks and Recreation dated April 2, 1986

"In response to a recent letter from the Department of City Clerk regarding the above, I advise that a full set of plans containing all details pertinent to the landscaping proposed for this location is requested by my Department. For further information, please refer to my letter dated July 3, 1985."

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July 3, 1985

"In response to a letter from the Department of the City Clerk dated June 18, 1985, regarding the above, I advise that I have reviewed Application No. 1773 and it appears that existing park and recreational facilities in the area meet with the requirements of the Central Area Plan Amendments to Part I of the City of Toronto Official Plan.

There are 16 City-owned trees involved in this project, ten on the west side of Yonge Street between Harbour Street and Queen's Quay and six on the west side of Bay Street, north of Harbour Street. The requirements regarding City-owned trees are attached.

A landscape plan showing species, size and location of all plant material is requested by my Department.

The following are the specific requirements of this Department as they pertain to all City-owned trees:

- City-owned trees must not be removed.
- There must be no excavation within eight feet (2.4m) of the base(s) of the tree(s).
- It is desirable that only paving which allows for the penetration of air and water within eight feet (2.4m) of the base(s) of the tree(s) be installed; four feet (1.2m) is considered minimal unless exceptional circumstances dictate otherwise. Open or sand joints are acceptable when combined with such materials as granite setts, brick or tile pavers when laid on a sand base.
- There must be no pruning of the crown(s) of the tree(s). All requests for pruning must be submitted to the Forestry Section of the Parks Division. This Section must be notified at least 24 hours prior to any construction in the vicinity of the tree(s). The telephone number is 392-7281."

3. Letter from Commissioner of Buildings and Inspections dated April 7, 1986

"Zoning

Proposed Use:

Parcel 1: Retail stores and office building

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Parcel 2: Retail stores, club and office building

Parcel 3: Retail stores, eating establishment and dwelling (700 unit) building

Designation: C1 V1; C1 L0.5 Map No.: 50G-313

Other Restrictive By-laws: Various

Plans: Prepared by Zeidler Roberts Partnership
Architects and Statics Sheets dated April 12,
1985, May 30, 1985 and January 22, 1986

SUBMITTED DATA AND INFORMATION INDICATE THAT THE PROPOSAL DOES NOT COMPLY WITH THE ZONING BY-LAW IN THE FOLLOWING WAY:

A. Parcel 1:

1. Each building must be assigned its own parcel of land (Section 2(64)).
2. The gross floor area exceeds the maximum permitted 3 times the area of the lot by approximately 31,540 square metres (Section 4(12)(a)).
3. One Type "B" and one Type "C" loading space have not been provided (Section 4(14a)).

B. Parcel 2:

1. The gross floor area exceeds the maximum permitted 3 times the area of the lot by approximately 78,396 square metres (Section 4(12)(a)).
2. One loading space Type "B" has not been provided (Section 4(14a)).
3. The above-grade parking structure is not permitted (Section 16(2)(203)).

C. Parcel 3:

1. Proposed retail store, eating establishment, museum, etc. and dwelling building is not permitted (Section 12 and Section 16(2)(ooo)).
2. The height of the building exceeds the maximum permitted 3 storeys (Section 12(1)(b)).

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3. The gross floor area exceeds the maximum permitted 0.5 times the area of the lot by approximately 64,587 square metres (Section 4(12)(c)).
4. The coverage of the lowest floor containing dwelling units must not exceed 60% of the lot upon which such building is located (Section 12(3)).
5. Parking for 9 motor vehicles has not been provided (Section 4(13a)).
6. Egress and ingress ramps to all buildings must comply with Section 4(6) of the Zoning By-law.
7. Parking for 309 motor vehicles must be provided for the Convention Centre (11 Bay Street) (By-law 276-76).

Building Code

The issuance of the building permit(s) will be conditional upon:

- (a) the proposal's full compliance with all relevant provisions and requirements of the Ontario Building Code,
 - (b) compliance with the provisions of the existing agreements for parking between Campeau and the Metropolitan Toronto Corporation,
 - (c) amending the Development Agreement for the Convention Centre,
 - (d) amending the Building Scheme Agreement, if required, and
 - (e) approval of the plans by City Council under Section 40 of The Planning Act."
4. Letter from Commissioner of Public Works dated September 3, 1985

"The proposal involves the construction of a major commercial/residential project on three separate sites as follows:

1. Parcel 1

Parcel 1, located on the north-west corner of Harbour Street and Bay Street, involves the construction of a commercial building containing some 48 938 square metres of office space and 1 325 square metres of retail space and the retention of the existing Toronto Harbour Commission Building. Parking for 265 vehicles is proposed with access off Harbour Street.

2. Parcel 2

Parcel 2, located on the north side of Harbour Street between Yonge and Bay Streets, involves the construction of 2 commercial towers containing a total of some 97 572 square metres of office space and 5 827 square metres of retail space. Parking for 749 vehicles is proposed with access off Yonge Street and Harbour Street.

3. Parcel 3

Parcel 3, located on the west side of Yonge Street between Queens Quay West and Harbour Street, involves the construction of 2 mixed-use buildings containing a total of 500 residential units and some 5 925 square metres of retail space. Parking for 507 vehicles is proposed with access off Queens Quay West.

Refuse Handling, Storage and Disposal

The residential component of the project must be serviced by the compactor container method of refuse handling and disposal. This will require the provision and maintenance of a stationary compactor unit within a garbage storage room at least 40 square metres in size within each of the 2 residential towers. It will also require the provision and maintenance of at least one Type G loading space on Parcel 3.

Garbage emanating from the commercial component of the project will exceed the limits collectible under the provisions of By-law No. 20298, therefore, it must be serviced by a private refuse collection firm.

Streets, Parking, Loading and Access

The sites abut Yonge, Bay and Harbour Streets which are under the jurisdiction of the Metropolitan Corporation and Queens Quay West, which is under the City's jurisdiction.

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The proposal for Parcel 2 involves the closing and realignment of part of Harbour Street, resulting in the reconfiguration of the Yonge Street/Harbour Street intersection, as well as the closing and elimination of the ramp to the eastbound lanes of the Gardiner Expressway from the southbound lanes of Yonge Street.

As a result of the realignment of the Yonge Street/Harbour Street intersection, I anticipate operational and capacity problems. Similarly, I am concerned that the elimination of the above noted ramp to the Gardiner Expressway will have negative traffic implications on the area. In this regard, the applicant has submitted a preliminary traffic analysis for the project dated August 1985.

In order to allow me to fully assess the traffic implications of the realignment of the Yonge Street/Harbour Street intersection and the elimination of the subject ramp to the Gardiner Expressway, the owner should be required to submit a comprehensive Transportation Study addressing these issues as well as those related to the general access of the site, prior to the further processing of this application. In addition, the Metropolitan Toronto Roads and Traffic Department will have to comment on these matters since the surrounding street system is under its jurisdiction.

The provision of a total of 1,521 parking spaces on the three sites includes 300 spaces on Parcel 2 required to serve Campeau Corporation/Copthorne Holdings Limited pursuant to an existing agreement. The provision of the remaining 1,221 parking spaces to serve the overall project (Parcels 1, 2 and 3) is, as far as I can ascertain, in accordance with the requirements of By-law No. 236-83 and is acceptable notwithstanding the fact that the parking provided on individual Parcels 1 through 3 may not be in accordance with the parking requirements of By-law No. 236-83 for each parcel.

As far as I can ascertain, By-law No. 236-83 would require the provision and maintenance of 2 Type B and 2 Type C loading spaces on Parcel 1, 3 Type B and 4 Type C loading spaces on Parcel 2 and 2 Type G and 1 Type B loading space on Parcel 3. The provision of a single Type G loading space to serve both residential towers on Parcel 3 would be preferable to the provision of 2 separate Type G spaces in accordance with the requirements of By-law No. 236-83. Accordingly, the owner should be required to comply with the loading requirements set out in By-law No. 236-83 for Parcels 1 and 2 and to provide and maintain 1 Type G and 2 Type B loading spaces on Parcel 3.

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The submitted plans do not show the parking and loading facilities in sufficient detail to assess their suitability. In this regard, revised drawings of the parking and loading facilities at a scale of 1:100 m or 1:200 m should be submitted for my review and approval.

The proposed laybys on the west side of Yonge Street, south of Harbour Street and on the north side of Queens Quay West are unacceptable and must be eliminated. Pick-up and drop-off facilities for the residential buildings could be replaced with circular driveways.

The proposed access to Parcel 2 off Yonge Street is too close to the signalized intersection of Lake Shore Boulevard West and Yonge Street and would interfere with traffic movements in the intersection. In order to minimize interference with traffic flow at this intersection, the access point off Yonge Street should be relocated midway between Lake Shore Boulevard West and Harbour Street.

Similarly, the access point to Parcel 2 off Harbour Street is too close to the Yonge Street/Harbour Street intersection, and should be moved westward. The pedestrian system for this development and the surrounding area must be planned carefully and with due regard to pedestrian volumes and nature of the street system in the vicinity of the project. The Pedestrian Movement Study (South of Front Street Phase A) currently underway should establish the pedestrian requirements and system for this development.

Recommendations:

I recommend that the owner be required to:

1. Provide space within each parcel for the construction of transformer vaults, Hydro and Bell manholes and sewer manholes required in connection with the development;
2. Submit a Noise Impact Statement for each parcel in accordance with City Council's requirements prior to the introduction of a bill in Council;
3. Provide and maintain a compactor unit within a garbage room at least 40 square metres in size within each of the 2 residential towers;
4. Submit for the joint review and approval of the Metropolitan Commissioner of Roads and Traffic and the Commissioner of Public Works a Transportation Study addressing traffic issues related to the realignment of

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the Yonge Street/Harbour Street intersection, the elimination of the ramp from Yonge Street southbound to the Gardiner Expressway eastbound and the general access to the site, prior to the further processing of this application;

5. Comply, on an overall project basis, with the parking requirements of By-law No. 236-83;
6. Comply with the loading requirements of By-law No. 236-83 for Parcels 1 and 2;
7. Provide and maintain at least 1 Type G and 2 Type B loading spaces on Parcel 3;
8. Submit revised detailed plans showing the parking and loading facilities required by Recommendation Nos. 5, 6 and 7 for the review and approval of the Commissioner of Public Works;
9. Eliminate the proposed laybys on the west side of Yonge Street south of Harbour Street and on the north side of Queens Quay West west of Yonge Street;
10. Obtain revised municipal numbering for each of the 3 parcels from the Department of Public Works prior to filing a formal application for a building permit; and
11. Deposit in the appropriate Land Registry Office, a Reference Plan of Survey of each of the 3 sites, in metric units and integrated with the Ontario Co-ordinate system."

April 14, 1986

"I dealt with the proposal for the 3 above noted sites, located at the north-west corner of Harbour Street and Bay Street, the north side of Harbour Street between Yonge and Bay Streets and the west side of Yonge Street between Queens Quay West and Harbour Street, respectively, in my report to you of September 3, 1985.

The project has now been revised to:

1. Reduce the overall parking supply from 1,521 spaces to between 1,163 and 1,172 spaces;
2. Eliminate the laybys on the west side of Yonge Street, south of Harbour Street, and on the north side of Queens

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Quay West, west of Yonge Street, in accordance with Recommendation No. 9 of my September 3, 1985, report;

3. Increase the office space on Parcel 2 from some 97 572 square metres to 101 178 square metres;
4. Reduce the retail space on Parcel 3 from some 5 925 square metres to 4 444 square metres; and
5. Provide for a range of 500-700 residential units on Parcel 3 instead of 500 units as previously proposed.

In addition, the owner has submitted 2 site plans based on 2 alternate alignments of the Harbour Street/Yonge Street intersection.

Parking, Loading and Access

As far as I can ascertain, the proposed parking supply of between 1,163 and 1,172 spaces is in accordance with the requirements of the Zoning By-law. This parking supply would provide a surplus over the minimum requirements of the Zoning By-law of about 330 spaces during the day, 400 spaces in the afternoon and 630 spaces during the evening. This surplus would be available for the Harbour Castle Convention Centre located west of Parcel 3. The proposal to make these surplus spaces available to patrons of the Convention Centre instead of setting aside 300 spaces for the Convention Centre, as required by the existing agreement with Campeau Corporation/Copthorne Holdings Limited is acceptable to me.

The provision of parking for the proposed residential condominiums, in accordance with the minimum requirements of the Zoning By-law, may not be sufficient to accommodate the parking demand that will be generated by the condominiums. The proposed residential condominiums could generate a parking demand in excess of the minimum requirements of the Zoning By-law. In order to determine an appropriate parking requirement for the residential condominium, I recommend that the owner undertake a parking survey of similar residential condominiums in the area and submit the results for my review and approval.

Three Type B and 4 Type C loading spaces are proposed on Parcel 2. I estimate that the Zoning By-law would require 4 Type B plus 4 Type C loading spaces. Accordingly, it will be necessary for the Parcel 2 project to be redesigned to provide 4 Type B loading spaces.

The detail of the plans submitted does not allow me to assess the adequacy of the layout of the parking and loading

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facilities and access thereto. This will be assessed as part of the Development Review process, when more detailed plans are submitted. However, I note that access to Parcel 2 off Yonge Street has not been changed as recommended in my September 3, 1985, report to you.

Plans of Survey

The owner has submitted satisfactory plans of survey for Parcels 1 and 3. The "final site" for Parcel 2 will be adjusted in respect of lands required by the Metropolitan Corporation for the proposed on-ramp to the Gardiner Expressway, as well as the realignment of the Yonge Street/Harbour Street intersection. Accordingly, Recommendation No. 11 of my September 3, 1985, report should be amended as follows:

11. Deposit, in the appropriate Land Registry Office, a Reference Plan of Survey in metric units and integrated with the Ontario Co-ordinate System, delineating thereon by separate PARTS the final "Parcel 2" site, the lands required by the Metropolitan Corporation for the on-ramp, any lands that may be added to and/or taken away from the site as a result of the Harbour Street realignment at Yonge Street, as well as any appurtenant rights attached to the site;

Noise Impact Statement

The owner has submitted a satisfactory Noise Impact Statement for the project in compliance with Recommendation No. 2 of my September 3, 1985, report to you. The owner should be required to construct the project in accordance with the approved Noise Impact Statement, as set out in Recommendation No. 12, below.

In summary, Recommendation Nos. 1, 3, 4, 5, 6, 7, 8, 10 and 11, as revised above, of my September 3, 1985, report to you still apply. In addition, the following new Recommendations apply.

Recommendations:

12. Construct the project in accordance with the approved Noise Impact Statement, prepared by Valcoustics Canada Limited under date of November 25, 1985;
13. Submit, for the review and approval of the Commissioner of Public Works, an analysis of the parking demand of similar residential condominiums in the vicinity of the

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site, which quantifies the anticipated parking demand for the proposed residential condominiums on Parcel 3;

14. Construct the driveways/ramp system providing access to and egress from the Type G loading space on Parcel 3 with a minimum vertical clearance of 4.3 m; and
15. Construct the Type G loading space and driveway/ramp system providing access thereto to CAN3-S6-M78: Design of Highway Bridges Specifications where they are to be built as supported structures."

August 1, 1986

"I dealt with the proposal for the 3 above noted sites, located at the north-west corner of Harbour Street and Bay Street, the north side of Harbour Street between Yonge and Bay Streets and the west side of Yonge Street between Queens Quay West and Harbour Street, respectively, in my reports to you of September 3, 1985, and April 14, 1986.

In response to Recommendation No. 4 of my September 3, 1985, report and Recommendation No. 13 of my April 14, 1986, report to you, Read, Voorhees and Associates have submitted a Traffic Report and a Residential Parking Study (both dated May 1986). In addition, a plan of the proposed realigned intersection of Harbour Street and Yonge Street has also been submitted.

1. Traffic Report

The Traffic Report dated May 1986, prepared by the Consultant, Read, Voorhees and Associates, assesses the traffic implications of the proposed realignment of the Yonge Street/Harbour Street intersection and the elimination of the subject ramp to the Gardiner Expressway, the site access, overall traffic impacts, intersection analysis and pedestrian movements.

The proposed location of the access points to the sites and the restriction of the operation of the Yonge Street access to Parcel 2 to right-in right-out with only inbound auto access is satisfactory. In addition, the proposed reconfiguration of the Yonge Street/Harbour Street intersection is also acceptable. In this regard, I have been advised that the Metropolitan Commissioner of Roads and Traffic is satisfied with the above noted intersection reconfiguration. Further, the overall traffic impact and intersection analysis is acceptable. Accordingly, with respect to my requirements,

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Recommendation No. 4 of my September 3, 1985, report have been satisfied.

However, recognizing that the site abuts Yonge, Bay and Harbour Streets, which are under the jurisdiction of the Metropolitan Corporation, the Metropolitan Toronto Department of Roads and Traffic will also have to comment on the matters pertaining to the operation of these streets.

2. Residential Parking Study (Parcel 3)

In my April 14, 1986, report to you, I expressed the concern that the provision of parking for the proposed residential condominiums on Parcel 3, in accordance with the minimum requirements of the Zoning By-law, may not be sufficient to accommodate the parking demand that will be generated by the condominiums.

The plans show a range of 500 to 700 units for the two residential condominium buildings proposed for Parcel 3. It is my understanding that, regardless of the number of units to be built, the overall residential area of the development will remain constant. With the 500-unit configuration there will be more 2 and 3 bedroom units while at the 700-unit configuration there will be more studio and 1 bedroom units.

The Consultant for the project has reviewed the parking characteristics of other Central Area condominiums. On the basis of this review, a report on the Residential Parking Requirements was submitted recommending that the resident parking requirement for the project be established at 1 space per unit for the 500-unit plan and that a ratio of between 0.8 and 0.9 spaces per unit be used for the 700-unit plan. The visitor parking would be provided in accordance with the requirements of the Zoning By-law. These recommendations would result in the provision of 530 parking spaces for the low end range and 672 spaces at the higher range of condominium units.

With respect to the development of up to 500 units, I recommend that the project be required to provide and maintain on site a minimum of 1 parking space per unit for resident parking plus 0.06 parking spaces per unit for visitor parking. For the higher range proposal of 700 units, I recommend that the project be required to provide and maintain on site a minimum of 0.9 parking spaces per unit for resident parking plus 0.06 parking spaces per unit for visitor parking. The resident

parking requirement for the development of condominium units between the 500 and 700 range should be established on a pro-rated basis. The resultant minimum residential parking requirements for Parcel 3 would be as follows:

500 units - 500 resident parking spaces + 30 visitor parking spaces

700 units - 630 resident parking spaces + 42 visitor parking spaces

It is my understanding that there may be physical construction constraints that could prevent the provision of the required visitor parking on Parcel 3. I would have no objection to this parking being provided on Parcel 2 as long as the parking supply required on Parcel 2 is increased by the visitor parking requirement and the proposed tunnel connecting Parcels 2 and 3 is constructed.

3. Overall Project Parking Requirements

Incorporating the above noted condominium parking requirements, the overall project parking supply would be:

Parcel 1	-	215 parking spaces
Parcel 2	-	496 parking spaces
Parcel 3	-	<u>530-672</u> parking spaces
Total	-	1,241-1,383 parking spaces

In addition to the condominium units on Parcel 3, the project includes 4,444 square metres of retail space. As far as I can ascertain, the Zoning By-law would require the provision and maintenance of 38 spaces in respect of this component of the project. The Consultant's parking study states that, rather than providing the required retail spaces on Parcel 3, this requirement can be satisfied by the surplus spaces on Parcel 2 that are being provided over and above the requirements of the Zoning By-law. Further, it is proposed that a tunnel under Harbour Street would be constructed to connect Parcels 2 and 3, thereby facilitating the use of these spaces. This arrangement is acceptable, subject to the tunnel connecting Parcels 2 and 3 being constructed and the parking supply on Parcel 2 being increased to 512 spaces so that the overall evening peak demand for the existing Harbour Castle Convention Centre can be satisfied by the estimated parking surplus on Parcels 1 and 2 as discussed below.

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As far as I can ascertain, the revised parking supply of between 1,257-1,399 spaces would be sufficient to provide parking for the project and the existing Harbour Castle Convention Centre in accordance with the requirements of the Zoning By-law as augmented by the condominium parking requirements I am recommending. Indeed, this parking supply would provide a surplus of about 265 spaces during the day, 345 spaces in the afternoon and 605 spaces during the evening, which could be available to the patrons of the Harbour Castle Convention Centre. This surplus is based on the assumption that the retail parking demand from Parcel 3 is accommodated on Parcel 2.

The proposal to make these surplus spaces available instead of setting aside 300 spaces for the Convention Centre, as required by the existing agreement with Campeau Corporation/Copthorne Holdings Limited is acceptable to me.

Recognizing the need to provide parking for the condominiums on Parcel 3 over and above the requirements of the Zoning By-law and the need to secure sufficient parking supply for the existing Harbour Castle Convention Centre, I recommend that minimum parking requirements be established for each of the Parcels in the development. Accordingly, Recommendation No. 5 of my September 3, 1985, report should be amended as follows:

5. Provide and maintain the following parking spaces on each Parcel of the Development:
 - (a) Parcel 1 - a minimum of 215 parking spaces;
 - (b) Parcel 2 - a minimum of 512 parking spaces; and
 - (c) Parcel 3 - For up to 500 condominium units, a minimum of 1 space per unit for resident parking plus 0.06 spaces per unit for visitor parking and for 700 units a minimum of 0.9 spaces per unit for resident parking plus 0.06 spaces per unit for visitor parking. This parking supply to be pro-rated for any condominium development between 500 and 700 units based on the following equation:

$$\left(\frac{(\text{Proposed No. of Units}-500)}{200} \times 130 \right) + 500$$

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Further, should it not be possible to provide the condominium visitor parking on Parcel 3, this visitor parking requirement should be added to the 512 spaces on Parcel 2.

Recommendations:

In summary, the owner should be required to comply with Recommendation Nos. 1, 3, 5 as revised above, 6, 7, 8 and 10 of my September 3, 1985, report, Recommendation Nos. 11, as revised in my April 14, 1986, report, 12, 14, 15 of my April 14, 1986, report and the new recommendations as set out below.

16. Provide and maintain a pedestrian tunnel under Harbour Street connecting Parcel 2 and Parcel 3; and
17. Submit, for the review and approval fo the Commissioner of Public Works, detailed plans of the pedestrian tunnel required by Recommendation No. 16."

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APPENDIX B

No. ____-86 A BY-LAW

(Passed _____, 1986)

To amend By-law No. 438-86 as it applies to certain lands, bounded by York Street, Lakeshore Boulevard West, Bay Street and Harbour Street, to certain lands bounded by Bay Street, Lakeshore Boulevard West, Yonge Street, and Harbour Street and to a portion of the City block bounded by Bay Street, Harbour Street, Yonge Street and Queens Quay West.

The Council of the Corporation of the City of Toronto enacts as follows:

1. This By-law applies to the lands more particularly described as follows:

(Insert legal description of the World Trade Centre comprising Parcels 1, 2 and 3).

2. Except as otherwise provided herein, the provisions of By-law No. 438-86, being "A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall continue to apply to the lands to which this By-law applies. All references contained therein to a "lot" shall be deemed to be references to the World Trade Centre Area which shall be deemed to be one lot regardless of whether two or more buildings which are not connected below grade are erected thereto and regardless of any conveyances or easements made or granted after (insert date of passage of this By-law).

3. None of the provisions of the definition of "lot" contained in Section 2(1), Sections 4(1), 4(2), 4(6), 7(1), 7(2), 7(3) Parts I, 2 and 3, 7(3) Part II, 2, 7(3) Part III, 7(3) Part (IV) 2, 7(3), Part VIII, 7(3) Part XI 2 and 4, Section 12(132), and Map 50G-313 contained in Appendix "A" attached to and forming part of the aforesaid By-law No. 438-86, shall apply to prevent the erection or use of one or more buildings or structures on any one or more portions of the World Trade Centre Area which building or buildings contain exclusively gross floor area used for non-residential purposes permitted by this By-law, contain exclusively gross floor area used for residential purposes permitted by this By-law, or contain gross floor area used for a combination of non-

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residential purposes and residential purposes permitted by this By-law, provided that:

- (a) (i) in the case of Parts 1a, 1b, 1c and 2 shown on in Plan 1 of 6 contained in Schedule 1 attached to and forming part of this By-law, the aggregate amount of gross floor area erected or used for any purpose permitted by this By-law does not exceed 54 939 square metres, of which;
 - 1. not more than 50 039 square metres of gross floor area may be erected or used for the purposes of one or more of the following; an office, a government office, a business office, a post office, an administrative office of a non-profit institution of a religious, educational, recreational, paternal, or philanthropic nature, and uses accessory thereto, and
 - 2. an aggregate amount of not more than 1 500 square metres of gross floor area may be erected or used for the purposes of one or more local retail and service shops, general retail and service shops, community services and facilities, and uses accessory to any one or more of any of them;
 - (ii) no portion of a building or structure extending above grade may be erected or used on the whole or any one or more portions of Parts 1d and 6a shown on Plan 1 and Plan 2.1 contained in the aforesaid Schedule 1, provided that a canopy which projects a maximum of three metres and/or a cornice which projects a maximum of 500 millimetres may extend above grade on the aforesaid Parts 1d and 6a if it is attached to any portion of a building or structure which is erected on the whole or one or more portions of Parts 1b or 6 shown on Plans 1 and 2.1 of 6 contained in the aforesaid Schedule 1; and
 - (iii) the gross floor area erected or used on Part 2 of the aforesaid Plan 1 of 6, for any one or more of the purposes referred to in Sub-section 3(a)(i) hereof, does not exceed the amount of the gross floor area which on May 1, 1986 was erected on Part 2 shown on the aforesaid Plan 1 of 6;
- (b) in the case of Parts 5, 6 and 7 shown on Plan 2.1 of 6 contained in the aforesaid Schedule 1, the aggregate

amount of gross floor area erected or used thereon does not exceed 58 312 square metres of which,

1. not more than 50 039 square metres of gross floor area may be erected or used for the purpose of one or more of the following: an office, a government office, a business office, a post office, an administrative office of a non-profit institution of a religious, educational, fraternal, or philanthropic nature, and uses accessory, thereto, and
2. an aggregate amount of not more than 3 057 square metres of gross floor area may be erected or used for the purposes of one or more local retail and service shops, general retail and service shops, community services and facilities, and uses accessory to any one or more of them,

provided that not more than 6 466 square metres of gross floor area located above grade, may be erected or used for the purpose of above-grade parking;

- (c) in the case of Parts 8, 9, 10 and 11 shown on Plan 2.1. 2.2 and 2.3 of 6 contained in the aforesaid Schedule 1, the aggregate amount of gross floor area erected or used thereon does not exceed 67 557 square metres, of which,
1. not more than 50 039 square metres of gross floor area may be erected or used for the purpose of one or more of the following: an office, a government office, a business office, a post office, an administrative office of a non-profit institution of a religious, educational, fraternal, or philanthropic nature, and uses accessory thereto, and
 2. an aggregate amount of not more than 9 720 square metres of gross floor area may be erected or used for the purposes of one or more local retail and service shops, general retail and service shops, community services and facilities, and uses accessory to any one or more of them;

provided that not more than 9 698 square metres of gross floor area located above grade, may be erected or used for the purpose of above-grade parking;

- (d) in the case of Parts 12 and 12a shown on Plan 3 of 6 contained in the aforesaid Schedule 1, the aggregate

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amount of gross floor area erected or used thereon does not exceed 39 319 square metres of which,

1. not more than 36 975 square metres of gross floor area may be erected or used for the purposes of dwelling units, and
2. an aggregate amount of not more than 2 344 square metres of gross floor area may be erected or used for the purposes of one or more local retail and service shops, general retail and service shops, community services and facilities and uses accessory to any one or more of them,

provided that no more than 408 dwelling units may be erected on Parts 12 and 12a shown in the Plan 3 of 6 contained in the aforesaid Schedule 1;

- (e) in the case of Parts 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1, the aggregate amount of gross floor area erected or used thereon does not exceed 30 165 square metres, of which,

1. not more than 28 065 square metres of gross floor area may be erected or used for the purpose of dwelling units, and
2. an aggregate amount of not more than 2 100 square metres of gross floor area may be erected or used for the purposes of one or more local retail and service shops, general retail and service shops, community services and facilities, and uses accessory to any one or more of them,

provided that no more than 292 dwelling units may be erected or used on Parts 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1.

- (f) in the case of a building or structure or portion thereof which is located on Parts 7 and 8 shown on Plans 2.1, 2.2 and 2.3 of 6 contained in the aforesaid Schedule 1, such building or structure is erected and used only for the purposes of above-grade parking and uses accessory to those uses which are referred to in Sections 3(b) and 3(c) hereof;

- (g) no portion of a building or structure which extends above grade may be erected or used on the whole or any one or more portions of Part 3 shown on Plan 1 of 6 contained in the aforesaid Schedule 1 for any purpose other than a

deck which is open to the sky, a covered walkway, or a children's play area which is open to the sky;

- (h) no portions of Parts 4, 14, and 14a shown on Plans 1 and 3 of 6 contained in Schedule 1, at or above grade, shall be used for other than common outdoor space;
- (i) no portion of a building or structure which extends above grade may be erected or used on the whole or any one or more portions of Part 14b shown on Plan 3 of 6 contained in the aforesaid Schedule 1, provided that this Section 3(i) shall not apply to prevent the erection, location or use of a pedestrian bridge and/or canopy on the aforesaid Part 14b which is attached to any one or more portions of a building or buildings erected in Part 12a and/or Part 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1;
- (j) no portion of a building or structure may be erected or used on the whole or any one or more portions of Part 15 shown on Plan 3 of 6 contained in the aforesaid Schedule 1;
- (k) and that each of the following provisions, is satisfied in respect of the relevant Part or Parts shown on Plans 1, 2 and 3 of 6 contained in the aforesaid Schedule 1:
 - (i) in respect of the erection or use of buildings or structures of any of Parts 1a, 1b, 1c and 2, shown on Plan 1 of 6, contained in the aforesaid Schedule 1, at least 1000 square metres of gross floor area, is erected on either of Parts 1a and 1b or a combination thereof for the purposes of street related retail and service uses;
 - (ii) in respect of the erection or use of buildings or structures of any of Parts 5, 6 and 7 shown on Plan 2.1 of 6, contained in the aforesaid Schedule 1, at least 1 350 square metres of gross floor area is erected on Parts 5 and 6 for the purposes of street-related retail and service uses;
 - (iii) in respect of the erection or use of buildings or structures on any of Parts 8, 9, 10 and 11 shown on Plans 2.1, 2.2 and 2.3 of 6, contained in the aforesaid Schedule 1, at least 2 250 square metres of gross floor area is erected on the combination of Parts 9, 10 and

11 for the purposes of street-related retail and service uses;

- (iv) in respect of the erection or use of buildings or structures on any of the Parts 12 and 12a shown on Plan 3 contained in the aforesaid Schedule, at least 1 000 square metres of gross floor area is erected on the combination of Parts 12 and 12a for the purposes of street-related retail and service uses;
- (v) in respect of the erection or use of buildings or structures on Parts 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule, at least 1300 square metres of gross floor area is erected on the combination of Parts 13 and 13a for the purposes of street-related retail and service uses;
- (vi) in respect of the erection or use of buildings or structures on Parts 1a, 1b, 1c and 2 shown on Plan 1 of 6 contained in the aforesaid Schedule 1, not less than 962 square metres of common outdoor space is provided on Part 4 shown on the aforesaid Plan 1 of 6 contained in the aforesaid Schedule 1;
- (vii) in respect of the erection or use of buildings or structures on Parts 12, 12a, 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1, not less than 3 668 square metres of common outdoor space is provided on Parts 14 and 14a shown on Plan 3 of 6 contained in the aforesaid Schedule 1;
- (viii) each building or structure erected on the whole or any one or more portions of Parts 1 to 13a, inclusive, shown on Plans 1 to 3 of 6 contained in the aforesaid Schedule 1, shall extend above the minimum required height for the particular part which minimum required height is specified as "Min. Hgt." on the aforesaid Plans 1 to 3;
- (ix) no portion of any building or structure shall extend above the maximum height limit specified as "Max. Hgt" on Plans 1, 2.1, 2.2, 2.3 and 3 contained in the aforesaid Schedule 1 for the Part on which it is erected or used, provided that:

1. this Section 3 (j)(ix) shall not apply to prevent the erection or use on any portion of Parts 4 and 14 shown on Plans 1 and 3 of 6 contained in the aforesaid Schedule 1, of furniture, planters, safety devices, ornamental fixtures and light standards not exceeding 3 metres in height, and
2. no portion of a building or structure except a portion which does not contain gross floor area shall be erected, located or used on any of Parts 1a, 5, 11, 12 or 13 shown on Plans 1, 2.1, 2.2, 2.3 and 3 of 6 contained in the aforesaid Schedule 1 above the corresponding level shown on the table set out below:

<u>Part No.</u>	<u>Level</u>
Part 1a	- 125 metres above <u>grade</u>
Part 5	- 125 metres above <u>grade</u>
Part 11	- 125 metres above <u>grade</u>
Part 12	- 110 metres above <u>grade</u>
Part 13	- 89 metres above <u>grade</u>

- (x) no person shall erect or use any one or more buildings which contain dwelling units alone or in combination with any use permitted by Section 3 on any of Parts 12, 12a, 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1, if less recreation space is provided on the aforesaid Parts than the aggregate of the amounts required for the dwelling units contained in such building or buildings by the following table:

<u>Type of Dwelling Unit</u>	<u>Recreation Space Requirement</u>
<u>bachelor dwelling unit</u>	13 square metres per unit
<u>one-bedroom dwelling unit</u>	16 square metres per unit
<u>two-bedroom dwelling unit</u>	28 square metres per unit
<u>dwelling unit containing 37 square metres per unit three or more bedrooms</u>	

- (xi) no person shall erect or use one or more buildings which contain dwelling units alone or in combination with any use permitted by Section 3 if the portion

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of the recreation space required by this Section 3(j)(xi) which is provided in each dwelling unit as personal recreation space is less than the amounts required for each dwelling unit contained in such building or buildings by the following table:

<u>Type of Dwelling Unit</u>	<u>Portion of Total Recreation Space Requirement to be Provided as Personal Recreation Space:</u>
<u>Bachelor dwelling unit</u>	4.0 square metres per unit
<u>one-bedroom dwelling unit</u>	6.5 square metres per unit
<u>dwelling unit</u> containing 9.0 square metres per <u>two or more bedrooms</u>	unit;

(xii) no portion of a building or structure which is located within 10 metres from the exterior face of an exterior wall of such building or structure shall be erected or used for the purposes of above-grade parking, provided that this Section 3(j)(xii) shall not apply in a case of any exterior face of the exterior wall of such building erected on any one or more portions of Part 6, 7 or 8 shown on Plans 2.1, 2.2 and 2.3 of 6 contained in the aforesaid Schedule 1, which exterior wall faces Lakeshore Boulevard West, Yonge Street for a distance of 19 metres from the southerly limit of Lakeshore Boulevard West and Bay Street for a distance of 12 metres from the southerly limit of Lakeshore Boulevard West.

(xiii) no portion of any building or structure which is erected above grade shall be set back further than the "minimum extent line" for the Part or Parts on which it is erected or used, shown on Plans 4 to 6 of 6 contained in Schedule 1 attached to and forming part of this By-law provided that:

1. no such portion of any building or structure other than necessary supporting columns shall be erected or used within the area delineated as a colonnade on Plans 1 to 3 of 6 contained in the aforesaid Schedule 1, unless such portion

is located at or above a level of 4.57 metres above grade, and

2. the minimum unobstructed width of the aforesaid colonnade is not less than 4.57 metres;
- (xiv) in the event that the same person owns all of the land within Part 10.1 shown on Plan 2.1 of 6 contained in the aforesaid Schedule 1, no portion of any building or structure which is erected above grade shall be set back further than the "minimum extent line" for the Part or Parts on which it is erected or used, shown on Plan 2.1 of 6, provided that:
1. no such portion of any building or structure other than necessary supporting columns shall be erected or used within the area delineated as a colonnade on Plan 2.1 of 6 unless such portion is located at or above a level of 4.57 metres above grade;
 2. the minimum unobstructed width of the aforesaid colonnade is not less than 4.57 metres;
- (xv) in the event that the same person owns all of the land within Part 10.2 shown on Plan 2.2 of 6 contained in the aforesaid Schedule 1, no portion of any building or structure which is erected above grade shall be set back further than the "minimum extent line" for the Part or Parts on which such portion is erected or used, shown on Plan 2.2 of 5, provided that:
1. no such portion of any building or structure other than necessary supporting columns shall be erected or used within the area delineated as a colonnade on Plan 2.2 of 6 unless it is located at or above a level of 4.57 metres above grade;
 2. the minimum unobstructed width of the aforesaid colonnade is not less than 4.57 metres;
- (xvi) in the event that the same person owns all of the land within Part 10.3 shown on Plan 2.3 of 6

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contained in the aforesaid Schedule 1, no portion of any building or structure which is erected above grade shall be set back further than the "minimum extent line" for the Part or Parts on which such portion is erected or used, shown on Plan 2.3 of 6, provided that:

1. no such portion of any building or structure other than necessary supporting columns shall be erected or used within the area delineated as a colonnade on Plan 2.3 of 6 unless it is located at or above a level of 4.57 metres above grade;
2. the minimum unobstructed width of the aforesaid colonnade is not less than 4.57 metres;

(xvii) In respect of the use of the buildings permitted to be erected on Parts 1a and 1b shown on Plan 4 of 6, and Parts 5 and 6 shown on Plan 5.1 of 1 contained in the aforesaid Schedule 1:

1. if the two buildings are erected at the same time, no portion of either of them shall be used for any purpose other than community services and facilities, until an enclosed pedestrian bridge with a minimum clear width of 3.66 metres and a minimum clear height of 3.66 metres connecting such buildings is under construction within any portion of the area marked "Bridge" on Plans 4 and 5.1 of 6 contained in the aforesaid Schedule 1; and
2. in the event that either of the aforesaid buildings is erected before the erection of the other building, no portion of the second building to be erected shall be used for any purpose other than community services and parkland until an enclosed pedestrian bridge with a minimum clear width of 3.66 metres and a minimum clear height of 3.66 metres connecting such buildings is erected within any portion of the area marked "Bridge" on the aforesaid Plans 4 and 5.1.

(xviii) In respect of the use of the buildings permitted to be erected on Parts 9, 10 and 11 shown on Plans 5.1, 5.2 and 5.3 of 6 contained in the aforesaid Schedule

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1, and Parts 12, 12a, 13, 13a of 5 shown on Plan 6 contained in the aforesaid Schedule 1:

1. if the two buildings are erected at the same time no portion of either of them shall be used for any purpose other than community services and facilities unless a pedestrian underpass with a minimum clear width of 3.66 metres and a minimum clear height of 3 metres connecting the two buildings has been erected within any portion of the areas marked "Underpass" on the aforesaid Plans 5.1, 5.2, 5.3 and 6, and such underpass connects the two buildings on the aforesaid Parts 9, 10, 11, 12, 12a, 13 and 13a;
 2. in the event that either of the aforesaid buildings is erected before the erection of the other building, no portion of the second building to be erected shall be used for any purpose other than community services and facilities until a pedestrian underpass with a minimum clear width of 3.66 metres and a minimum clear height of 3 metres connecting the two buildings is erected within any portion of the areas marked "Underpass" on the aforesaid Plans 5.1, 5.2, 5.3 and 6; and
 3. such pedestrian underpass connects the two buildings on the aforesaid Parts 9, 10, 11, 12, 12a, 13 and 13a below the surface of Harbour Street, and is directly accessible at least from the area delineated as a colonnade on Plan 2.1 contained in the aforesaid Schedule 1 and from the area delineated as a colonnade or Part 14 on Plan 3 contained in the aforesaid Schedule 1.
- 4.(1) The provisions of this Section 4 apply to the owner or occupant of any building or structure to be erected or used within the World Trade Centre Area.
- (2) Subject to Sections 4(3) to 4(9), inclusive, the owner or occupant of every building or structure or one or more portions thereof to be erected or used for any purpose listed in the column entitled "Type of Use" shown in Schedule 2 attached to and forming part of this By-law, shall provide and maintain motor vehicle parking facilities at least to the extent of the number of parking spaces in respect of each purpose as is prescribed in the column entitled "Minimum Required"

shown in the aforesaid Schedule 2, but no person shall provide or maintain motor vehicle parking facilities containing a greater number of parking spaces than that set out opposite such purpose in the column entitled "Maximum Permitted".

- (3) (a) In every case in which one or more parking spaces are required to be provided and maintained pursuant to Section 4(2) in respect of a building or structure or one or more portions thereof to be erected or used for more than one of the purposes listed in the column of Schedule 2 attached to and forming part of this By-law, entitled "Type of Use", the minimum number of parking spaces which shall be provided and maintained in respect of the entire building or structure shall be the greatest of the aggregate gross minimum numbers of parking spaces for the morning, afternoon and evening periods determined in accordance with Section 4(3)(b);
- (b) For the purposes of Section 4(3)(a), in determining the greatest of the aggregate gross minimum numbers of parking spaces for the morning, afternoon and evening periods, the following rules shall be applied:
 - (i) the minimum number of parking spaces which are to be provided and maintained in respect of each purpose for which each portion of the building or structure in question is to be erected or used shall be determined by identifying each of such purposes in the column entitled "Type of Use" shown on the aforesaid Schedule 2, then by ascertaining the minimum number of parking spaces for each of such purposes from the column entitled "Minimum Required" shown on the aforesaid Schedule 2, and the minimum numbers of parking spaces so determined are the gross minimum numbers of parking spaces to be provided and maintained in respect of each of such purposes;
 - (ii) the occupancy rates of each of the purposes referred to in Section 4(3)(a)(i) for the morning, afternoon and evening periods, respectively, shall be ascertained from the column entitled "Occupancy Rate" shown on the aforesaid Schedule 2, and the gross minimum numbers of parking spaces to be provided and maintained in respect of each of the purposes

for the building or structure in question determined pursuant to Section 4(3)(b)(ii) shall be multiplied by the applicable occupancy rates to produce the gross minimum numbers of parking spaces for each of such purposes for the morning, afternoon and evening periods, respectively;

(iii) the gross minimum numbers of parking spaces for each of the purposes referred to in Section 4(3)(i)(aa), for each of the morning, afternoon and evening periods, respectively, shall be added to produce the aggregate gross minimum numbers of parking spaces for the building or structure to be erected or used for each of the morning, afternoon and evening periods, respectively; and

(iv) the greatest of the aggregate gross minimum numbers of parking spaces for the morning, afternoon and evening periods shall be determined;

(c) Where the purpose or purposes for which a building or structure under Section 4(3)(a) is proposed to be used includes dwelling units in respect of which the aforesaid Schedule 2 requires residents' parking, the lesser of:

(aa) the number of parking spaces resulting from the application of the aforesaid Section 4(3)(a) or,

(bb) the minimum number of residents' parking spaces involved in the calculation of parking in respect of the proposed use of the building or structure under the aforesaid Section 4(3)(a),

shall be provided and maintained solely for such dwelling accommodation and designated as such by one or more clearly visible signs;

(4) (a) In every case in which one or more parking spaces are required to be provided and maintained pursuant to Section 4(2) in respect of a building or structure or one or more portions thereof to be erected or used for more than one of the purposes listed in the column entitled "Type of Use" shown on the aforesaid Schedule 2, the maximum number of parking spaces which may be provided and maintained

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in respect of the entire building or structure shall be the greatest of the aggregate gross maximum numbers of parking spaces for the morning, afternoon and evening periods determined in accordance with Section 4(4) (b).

- (b) For the purposes of Section 4(4) (a), in determining the greatest of the aggregate gross maximum numbers of parking spaces for the morning, afternoon and evening periods, the following rules shall be applied:
 - (i) the maximum numbers of parking spaces which are to be provided and maintained in respect of each purpose for which each portion of the building or structure in question is to be erected or used shall be determined by identifying each of such purposes in the column entitled "Type of Use: shown on the aforesaid Schedule 2, then by ascertaining the maximum numbers of parking spaces for each of such purposes from the column entitled "Maximum Permitted" shown on the aforesaid Schedule 2, and the maximum numbers of parking spaces so determined are the gross maximum numbers of parking spaces to be provided and maintained in respect of each of such purposes,
 - (ii) the occupancy rates for each of the purposes referred to in Section 4(4) (b) (i) of this subparagraph for the morning, afternoon and evening periods, respectively, shall be ascertained from the column entitled "Occupancy Rate" shown on the aforesaid Schedule 2, and the gross maximum numbers of parking spaces to be provided and maintained in respect of each of the purposes for the building or structure in question determined pursuant to the aforesaid Section 4(4) (b) (i) shall be multiplied by the applicable occupancy rates to produce the gross maximum numbers of parking spaces for each of such purposes for the morning, afternoon and evening periods, respectively,
 - (iii) the gross maximum numbers of parking spaces for each of the purposes referred to in Section 4(4) (b) (i), for each of the morning, afternoon and evening periods, respectively, shall be added to produce the aggregate gross maximum

numbers of parking spaces for the building or structure to be erected or used for each of the morning, afternoon and evening periods, respectively, and

- (iv) the greatest of the aggregate gross maximum numbers of parking spaces for the morning, afternoon and evening shall be determined.
- (5) The parking spaces required by this Section 4 shall be provided and maintained in the location and in the type of parking facility applicable to the purpose or purposes for which the building or structure is to be erected or used, such parking facility and the location thereof being prescribed in the column of the aforesaid Schedule 2 entitled "Type and Location of Parking Facility".
- (6) Where the calculation of the number of parking spaces required to be provided and maintained by this Section 4 results either in a fraction of a parking space, or in a whole number of parking spaces and a fraction of a parking space, such fraction if equal to or greater than 0.5 shall be taken to be 1.0 and added to the whole number of the parking spaces required to be provided and maintained, and if such fraction is less than 0.5 it shall be excluded from the determination of the number of parking spaces which are required to be provided and maintained in respect of the building or structure to be erected or used.
- (7) The visitors' parking spaces required to be provided and maintained pursuant to this Section 4 in respect of a building to be erected or used for residential purposes only shall be reserved at all times as required by Schedule 1 for visitors to the building and shall be individually designated by means of clearly visible signs as being for the exclusive use of visitors to the building, and all driveways or passageways leading from the street to visitors' parking facilities shall have the way there designated by means of clearly visible signs.
- (8) Ingress and egress to and from parking facilities required by this Section 4 shall be provided by unobstructed driveways or passageways having a minimum width of 3.5 metres for one-way operation and a minimum width of 5.5 metres for two-way operation.
- (9) Where land, buildings or structures are to be erected or used for a purpose (the "subordinate purpose") which is normally incidental, subordinate and devoted to another

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purpose (the "principal purpose") for which such lands, buildings or structures are to be erected or used, the subordinate purpose shall be deemed to be part of the principal purpose.

5. (1) Subject to Sections 5(1) to 5(5), inclusive, the owner or occupant of every building or structure to be erected or used on any one or more portions of the World Trade Centre Area, for any one or more of the purposes listed in the column entitled "Type of Use" on the aforesaid Schedule 2, shall provide and maintain within such building or structure or on the World Trade Centre Area, on land that is not part of a highway, laneway or driveway, loading facilities comprising land that is not part of a highway, laneway or driveway, loading facilities comprising the number and type of loading spaces at least to the extent prescribed in respect of such purpose or purposes in the column entitled "Number of Loading Spaces Required".
- (2) Where only one of Tables 1 to 7, inclusive, shown on the aforesaid Schedule 2 applies in respect of the purposes for a building or structure to be erected or used, the loading facilities required to be provided and maintained pursuant to Paragraph 5(a) shall be determined either on the basis of the total number of dwelling units if the aforesaid Table 1 applies, or, if one of the aforesaid Tables 2, 3, 4, 5, 6 or 7 applies, on the basis of the aggregate total floor area to be erected or used for the particular purposes.
- (3) Where a building or structure, or one or more portions thereof, is to be erected or used for more than one of the purposes listed in the column of the aforesaid Schedule 2 entitled "Type of Use" and more than one of Tables 2 to 7 inclusive, shown on the aforesaid Schedule 2 applies, the loading facilities required to be provided and maintained pursuant to Paragraph 5(a) shall be determined on the basis of the aggregate total floor area to be erected or used for the particular purposes to which each of the aforesaid Tables 2, 3, 4, 5, 6 and 7, respectively, apply, provided that:
 - (a) the minimum number of loading spaces - type A to be provided and maintained for the building or structure to be erected or used in respect of the purposes concerning which the aforesaid Tables 3 and 6 apply shall be the greater of the number of loading spaces - type A determined by the application of the aforesaid

Tables 3 and 6 or, if each number of loading spaces - type A determined by the application of the aforesaid Tables 3 and 6 is the same, the minimum number of loading spaces - type A to be provided and maintained for such building or structure shall be equal to the number of loading spaces - type A that would obtain on the application of one only of the aforesaid Tables 3 and 6;

- (b) the minimum number of loading spaces - type B to be provided and maintained for the building or structure to be erected or used in respect of the purposes concerning which more than one of the aforesaid Tables 2, 3, 5, 6 or 7 apply shall be the greater of the number of loading spaces - type B determined by the individual application of the aforesaid Tables 2, 3, 5, 6 or 7 or, if each number of loading spaces - type B determined by the application of the aforesaid Tables 2, 3, 5, 6, or 7 is the same, the minimum number of loading spaces - type B to be provided and maintained for such building or structure shall be equal to the number of loading spaces - type B that would obtain on the application of one only of the aforesaid Tables 2, 3, 5, 6 or 7;
- (c) the minimum number of loading spaces - type C to be provided and maintained for the building or structure to be erected or used in respect of the purposes concerning which more than one of the aforesaid Tables 2, 3 or 6 apply, shall be the greater of the number of loading spaces - type C determined by the application of the aforesaid Tables 2, 3 or 6 or, if each number of loading spaces - type C determined by the application of the aforesaid Tables 2, 3 or 6 is the same, the minimum number of loading spaces - type C to be provided and maintained for such building or structure shall be equal to the number of loading spaces - type C that would obtain on the application of one only of the aforesaid Tables 2, 3 or 6;

provided further that where the aforesaid Table 4, applies in respect of a purpose or purposes for the building or structure to be erected or used, the minimum number of loading spaces - type A and loading spaces - type B required as prescribed in

Table 4 shall be provided and maintained in addition to the provision and maintenance of the loading spaces required by Sections 5(3)(a) to 5(3)(c), inclusive.

- (4) Notwithstanding Sections 5(1) to 5(3), inclusive, in a case where Section 5(3) requires in respect of the portion of a mixed-use building to be erected or used for non-residential purposes that one or more loading spaces - type A or loading spaces - type B shall be provided and maintained and such building also contains dwelling units, the loading space - type G required in respect of such dwelling units shall be deemed to be satisfied by the provision and maintenance of at least one loading space - type A or one loading space - type B in respect of the portion of the building to be erected or used for non-residential purposes, provided that such loading space - type A or loading space - type B is constructed as a loading space - type G.
- (5) Where land, buildings or structures are to be erected or used for a purpose (the "subordinate purpose") which is normally incidental, subordinate and devoted to another purpose (the "principal purpose") for which such lands, buildings or structures are to be erected or used, the subordinate purpose, shall be deemed to be part of the principal purpose.
- (6) Notwithstanding the provisions of Sections 5(1) to 5(3) inclusive, with respect to Parts 12, 12, 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1, at least two loading spaces - type B and one loading spaces - type G shall be provided and maintained within buildings or structures erected or used on Parts 12, 12a, 13, 13a, 14 and 14a shown on the aforesaid Plan 3 of 6.
6. None of the provisions of this By-law or the aforesaid By-law No. 438-86 shall prevent the erection or use on the World Trade Centre Area of one or more wall signs, window signs, projecting signs, ground signs, banner signs, or other sign, notice or advertising device.
7. None of the provisions of this By-law or the aforesaid By-law No. 438-86 shall prevent the erection or use of parking spaces in a portion of a building or structure erected or used below grade on the World Trade Centre Area.
- 8(1) None of the provisions of this By-law shall prevent the use of any one or more portions of the World Trade Centre Area for the purposes of a surface parking lot for motor vehicles

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until the portion or portions so used are required for the construction of one or more buildings thereon.

- 8(2) None of the provisions of this By-law shall apply to prevent the use of the lands more particularly described as (Insert legal description of private lane on Parcel 3) for the purpose of providing access from Queens Quay West to any portion of the building erected on (Insert legal description of Convention Centre site).

- 9(1) Section 4(5)(m) of the aforesaid By-law No. 438-86 is amended by adding the following thereto:

By-law No. ____-86 World Trade Centre.

- 9(2) Section 4(8)(h) of the aforesaid By-law No. 438-86 is amended by adding the following thereto:

By-law No. ____-86 World Trade Centre.

- 10(1) None of the definitions of any of the following terms which are contained in Section 2(1) of the aforesaid By-law No. 438-86 shall apply in the interpretation of the corresponding terms used in this By-law: "accessory", "General Retail and Service Shops", "grade", "gross floor area", "height", "loading space - type A", "loading space - type B", "Local Retail and Service Shops", "mixed-use building", "net floor area", "parking space" and "total floor area".

- 10(2) For the purposes of this By-law, the term:

- (a) "above-grade parking" means any portion of facilities erected or used above grade for the parking of motor vehicles, including ramps, driveways and passageways which provide access thereto;
- (b) "accessory" when used to describe a use, building or structure means a use, or a building or structure not exceeding 4 metres in height, that is naturally and normally incidental, subordinate and exclusively devoted to a principal use, building or structure and located on the same Part shown on Plans 1 to 3 contained in the aforesaid Schedule 1 therewith;
- (c) "common outdoor space" means any paved, sodded or landscaped area which:
 - (i) adjoins, and is directly accessible from a street,

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- (ii) is open to the sky or is covered by a structure or any portion of a building but not located within a building,
- (iii) is not narrower than 4.5 metres for an area covered by a structure,
- (iv) is not used for the purposes of a driveway, vehicular ramp, loading or servicing area, outdoor storage area, motor vehicle parking area, or stairs or any portion thereof where the treads of such stairs are less than 1.5 metres in width;
- (d) "community services and facilities" means a day nursery, a nursery school, premises of a charitable institution, non-profit institution or other community or social agency used for the purpose of providing a community service such as, but not limited to, employment, immigration, counselling, welfare or legal services, a public art gallery or a public museum;
- (e) "general retail and service shops" means a retail store, a pawnbroker's shop, a secondhand shop, a dressmaker's shop, a pet shop, a real estate sales office, a photographer's shop, a travel agent, an auctioneer's premises, a service and repair shop, a locksmith's or gunsmith's shop, a taxidermist's shop, an upholster's shop, a spotting and stain removing establishment, a duplicating shop, a club, a private art gallery;
- (f) "grade" means:
 - (i) in the case of those Parts shown on Plan 1 of 6 contained in the aforesaid Schedule 1, a level of 76.7 metres Canadian Geodetic Datum,
 - (ii) in the case of those Parts shown on Plans 2.1, 2.2 and 2.3 of 5 contained in the aforesaid Schedule 1, a level of 77.2 metres Canadian Geodetic Datum, and
 - (ii) in the case of those Parts shown on Plan 3 of 6 contained in the aforesaid Schedule 1, a level of 77.0 metres Canadian Geodetic Datum;
- (g) "gross floor area" means in the case of a building or buildings used for any one or more purposes permitted by this By-law, the aggregate of the areas of each floor above or below grade, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, or measured between such exterior

faces and the centre line of any interior wall or projection thereof which separates a particular use from another use, exclusive of the following areas:

1. any room or enclosed area within any such building or buildings above or below grade which is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment, which service such building or buildings;
 2. loading facilities above or below grade required by Section 5 of this By-law;
 3. any part of any such building or buildings below grade which is used for the parking of motor vehicles or for storage or other accessory uses; and
 4. In the case of buildings erected or used on Parts 12, 12a, 13 and 13a shown on Plan 3 of 5 contained in the aforesaid Schedule 1, any part of such buildings comprising recreation space required by this By-law.
- (h) "loading space - type C" means a loading space with a length of at least 6.0 metres, a width of at least 3.5 metres and a vertical clearance of at least 3.0 metres; and:
1. is located at grade and situated so that it serves an entrance to a building erected or to be erected on the World Trade Centre Area, and is readily accessible via a driveway or laneway with a minimum vertical clearance of 3.0 metres connecting with a street abutting the World Trade Centre; or
 2. is located in the basement of such building on the first level below grade and situated so that it serves an elevator or similar lifting device serving the building and is readily accessible via a ramp, driveway or laneway with a minimum vertical clearance of 3.0 metres connecting with a street abutting the World Trade Centre Area;
- (i) "local retail and service shops" means a grocery shop, a bake-shop, a butcher shop, a delicatessen, a pharmacy, a variety or smoke shop, a newsstand, a hardware shop; a branch of a bank or financial institution; an eating establishment, a box lunch shop, a tavern or public house, a shoe repair shop, a tailor's shop, a dry-

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cleaning shop, a dry cleaner's distributing station, a laundry shop, a personal grooming establishment, a book store, a florist shop;

- (o) "maximum height limit" means the level above grade for each of the Parts specified as the "Max. Hgt." for such Part on Plans 1 to 3; contained in the aforesaid Schedule 1;
- (p) "minimum required height" means the level above grade for each of the Parts specified as the "Min. Hgt." for such Part on Plans 1 to 3, contained in the aforesaid Schedule 1;
- (q) "mixed-use building" means a building containing a combination of one or more dwelling units together with use for any non-residential purpose;
- (r) "net floor area" means the total floor area exclusive of elevator shafts, stairs, ground floor lobbies, public pedestrian corridors and public washrooms;
- (s) "non-residential purposes" means office uses, local retail and service shops, general retail and service shops, community services and facilities and uses accessory to any one or more of them;
- (t) "non-residential use" has the same meaning as non-residential purposes;
- (u) "office uses" means any one or more of the uses referred to in Section 3(a) hereof;
- (v) "parking space" means an unobstructed area of at least 5.9 metres in length, and at least 2.6 metres in width, and which is readily accessible at all times for the parking and removal of a motor vehicle without the necessity of moving any other motor vehicle, and which is entered by means of a driveway or passageway having a minimum unobstructed width of 5.5 metres;
- (w) "personal recreation space" means recreation space within or outside a building located adjacent to and directly accessible from a dwelling unit which is provided for the exclusive use of the occupants of the dwelling unit and includes a private patio, courtyard, garden, terrace, balcony or enclosed balcony;
- (x) "recreation space" means an area or areas located within Parts 12, 12a, 13 and 13a shown on Plan 3 of 6 contained

in the aforesaid Schedule 1 which is provided exclusively for the use of the residents of one or more buildings located thereon, for the purpose of personal recreation space or shared recreation space;

- (y) "shared recreation space" means recreation space provided within or outside a building for the use of residents of a building or buildings within Parts 12, 12a, 13 and 13a shown on Plan 3 of 6 contained in the aforesaid Schedule 1 for recreational or social purposes, and includes a landscaped area, a garden, a terrace, an outdoor swimming pool, an outdoor games or play area, a tot lot, a covered sitting area, an indoor swimming pool, a sauna, a shower and change room, an exercise room, a hobby room, a workshop, a lounge or a meeting room;
- (z) "street-related retail and service uses" means one or more of the shops or stores referred to in paragraphs (g) and (n) of this subsection provided that:
 - (i) a principal entrance of any such shop or store is located in the exterior wall of the building, and is directly accessible by pedestrians walking along the colonnades, shown on the Plans 1 to 3 of 6 contained in the aforesaid Schedule 1;
 - (ii) a principal entrance of any such shop or store is located no more than 1 metre above grade;
- (aa) "total floor area" means the aggregate of the areas of each floor of a building or structure above and below grade used for the purpose of a particular use, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, or measured between such exterior faces and the centre line of any interior wall or projection thereof which separates such use from another use, exclusive of the following areas:
 - 1. any room or enclosed area within the building or structure above or below grade that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment, which services the building;
 - 2. any part of the building or structure below grade which is used for storage; and

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3. any part of the building or structure used for parking facilities or loading facilities;

(bb) "World Trade Centre Area" means the lands to which this By-law applies.

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APPENDIX C

SUBMISSION

RECEIVED FROM YORK-HANNOVER DEVELOPMENT LTD.
ON AUGUST 6, 1986

WORLD TRADE CENTRE COMPETITION

York-Hannover Development Ltd. will be conducting an international design competition for the Yonge Street plaza of the new Toronto World Trade Centre. The competition is for the design of an original work of art using water as a primary feature for the Yonge Street Plaza. The public plaza is to serve as a landmark for the project, being one of several open spaces within the planned development. The public art piece will be of high quality and will be thoughtfully integrated within the project site.

Participation in the competition will be open to all architects, artists, landscape architects and other design professionals worldwide. Multi-disciplinary teams will be encouraged.

The competition will take place in two phases. In the first phase applicants will be required to submit qualifications and statements of design approach. Based on these submissions ten candidates will be interviewed from which five finalists will be compensated \$5,000 to prepare a model and conceptual drawings of the sculpture within the plaza.

It is envisaged that the first phase of the design competition will be initiated at the time that the City of Toronto begins the development review process for the World Trade Centre. The competition will take place during the review process and the commissioning of the final art work will be a prerequisite for issuance of the building permit.

A jury of award will be appointed jointly by York-Hannover and the Commissioner of Planning and Development of the City of Toronto. The jury will be composed as follows: an architect; landscape architect; museum curator/critic; an artist; and a civic leader.

The jury will recommend to York-Hannover one of the design concepts unless the jury determines that no design concept has been submitted which fulfills the requirements of the competition design program.

The recipient of the award of the jury will be invited to negotiate and enter into a contract with York-Hannover to create an original work of art within the Yonge Street Plaza. York-Hannover will reserve the right to select or reject any of the designs submitted.

Land Use Committee

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Should York-Hannover reject the jury's selection or should the jury determine that none of the submitted design concepts fulfills the requirements of the competition design program, York-Hannover will undertake to commission a suitable work of art, which will be chosen in consultation with the Commissioner of Planning and Development.

DESIGN COMPETITION

PROPOSED BUDGET
(1986 dollars)

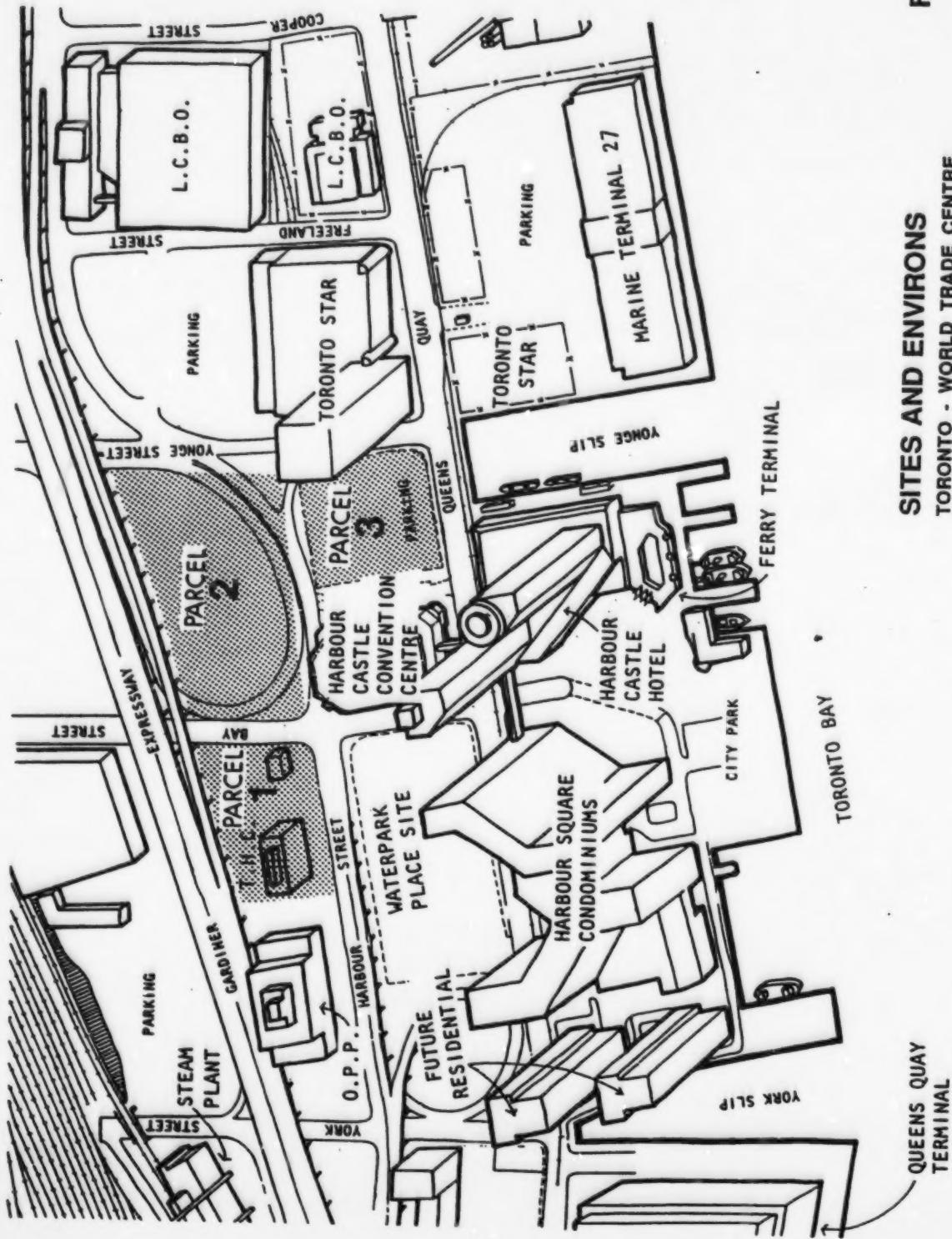
Competition Administration

* Competition Announcement, Advertising, press conferences and releases	\$ 14,600
* Participant Costs	34,700
* Jury Costs	10,200
Subtotal	59,500
Execution of Art Work	\$180,000
Total Costs:	\$239,500

PARKING REQUIREMENTS					LOADING REQUIREMENTS	
Type of Use	Type and Location of Parking Facility	Minimum Required	Maximum Permitted	Occupancy Rate	Range of Total Floor Area (m ²)	Number of Loading Spaces Required
a dwelling unit;	in a garage within the parts shown on Plan 3 contained in Schedule 1 attached to and forming part of this By-law;	Residence Parking: for up to 500 dwelling units, 1.0 parking space for each dwelling unit. for between 500 and 700 dwelling units, a number of parking spaces based on the following equation: (Total No. of Dwelling Units - 500) x 0.9 + 500 for 700 dwelling units, 0.9 parking space for each dwelling unit.	N/A	Residents' Parking: morning: 100% afternoon: 100% evening: 100% Visitors' Parking: morning: 0% afternoon: 35% evening: 100%	TABLE 1	
	in a garage within the parts shown on Plan 2, 1, 2.2, 2.3 or 3 contained in Schedule 1 attached to and forming part of this By-law;	0.06 parking space for every dwelling unit contained therein;			TABLE 2	
an office building or a portion of a building used for any office purpose other than a government office; a business office; a charitable institution;	in a garage within the World Trade Centre Area	one parking space for each 300 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	one parking space for each 135 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	morning: 100% afternoon: 60% evening: 0% morning: 100% afternoon: 75% evening: 0%	Less than 500 500- 1 000 1 000- 3 000 4 000- 27 000 28 000- 31 000 32 000- 75 000 76 000- 99 000	Type B Type C all 1 1 1 2 2 3 3 4
		one parking space for each 75 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	one parking space for each 30 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	morning: 100% afternoon: 100% evening: 50%		
a medical/dental office						

PARKING REQUIREMENTS				LOADING REQUIREMENTS		
Type of Use	Type and Location of Parking Facility	Minimum Required	Maximum Permitted	Occupancy Rate	Range of Total Floor Area (square metres)	Number of Loading Spaces Required
a retail store; an auctioneer's premises; a book-shop; a book store; a book lunch shop; a branch of a bank or financial institution; a butcher shop; a caterer's shop; a delicatessen shop; a dressmaker's shop; a dry cleaner's distribution station; a dry-cleaning shop; a duplicating shop; a florist shop; a hardware shop; a laundry shop; a locksmith's or gunsmith's shop; a news-stand; a pawnbroker's shop; a personal grooming establishment; a pet shop; a pharmacy; a photographer's shop; a real estate sales office; a second-hand shop; a service or repair shop; a shoe repair shop; a spotting and stain removing establishment; a tailor's shop; a tannery; a tannery's shop; a travel agent; an upholsterer's shop; a variety or smoke shop;	in a garage within the World Trade Centre Area	one parking space for each 100 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	one parking space for each 25 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	morning: 20% afternoon: 100% evening: 100%	Less than 500 500- 999 1 000- 4 999 5 000- 9 999	Type A Type B Type C nil nil nil nil 1 nil nil 2 nil nil 3 nil
	Note: provide & maintain on: Parcel 1 215 parking spaces minimum Parcel 2 312 parking spaces minimum					
an eating establishment; a tavern or public house; a cocktail bar; a nightclub; a wine bar; a beer parlour;	N/A	N/A	N/A	N/A		

PARKING REQUIREMENTS						LOADING REQUIREMENTS	
Type of Use	Type and Location of Parking Facility	Minimum Required	Minimum Permitted	Occupancy Rate	Range of Total Floor Area (square metres)	Number of Loading Spaces Required	
a grocery shop; a greentaria;	in a garage within the World Trade Centre Area	one parking space for each 100 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	one parking space for each 100 square metres of net floor area, or fraction equal to or greater than one-half thereof, contained therein;	morning: 20% afternoon: 100% evening: 100%	TABLE 4		
					Less than 100 100-499 500-999 1 000-1 499 1 500-2 000 over 2 000	Type A Type B nil nil nil 1 nil 2 nil 3 1 1 1 3	
a nursery school;		one parking space for each 100 square metres of total floor area, or fraction equal to or greater than one-half thereof, contained therein;	one parking space for each 150 square metres of total floor area, or fraction equal to or greater than one-half thereof, contained therein;	morning: 100% afternoon: 100% evening: 0%	TABLE 5		
					Less than 500 500-19 999	nil 1 Type B space	
a day nursery.		one parking space for each 100 square metres of total floor area, or fraction equal to or greater than one-half thereof, contained therein.	one parking space for each 150 square metres of total floor area, or fraction equal to or greater than one-half thereof, contained therein.	morning: 100% afternoon: 100% evening: 100%	TABLE 6		
					Less than 500 500-1 999	Type A Type B Type C nil nil nil nil nil 1	
a club; a private art gallery; a public art gallery; a public museum.		one parking space for each 175 square metres of total floor area, or fraction equal to or greater than one-half thereof, contained therein.	(same as above but use 75 instead of 125)	morning: 25% afternoon: 100% evening: 100%	TABLE 7		
					Less than 500 500-19 999	Nil 1 Type B space	



FIGURE

1

SITES AND ENVIRONS

TORONTO - WORLD TRADE CENTRE

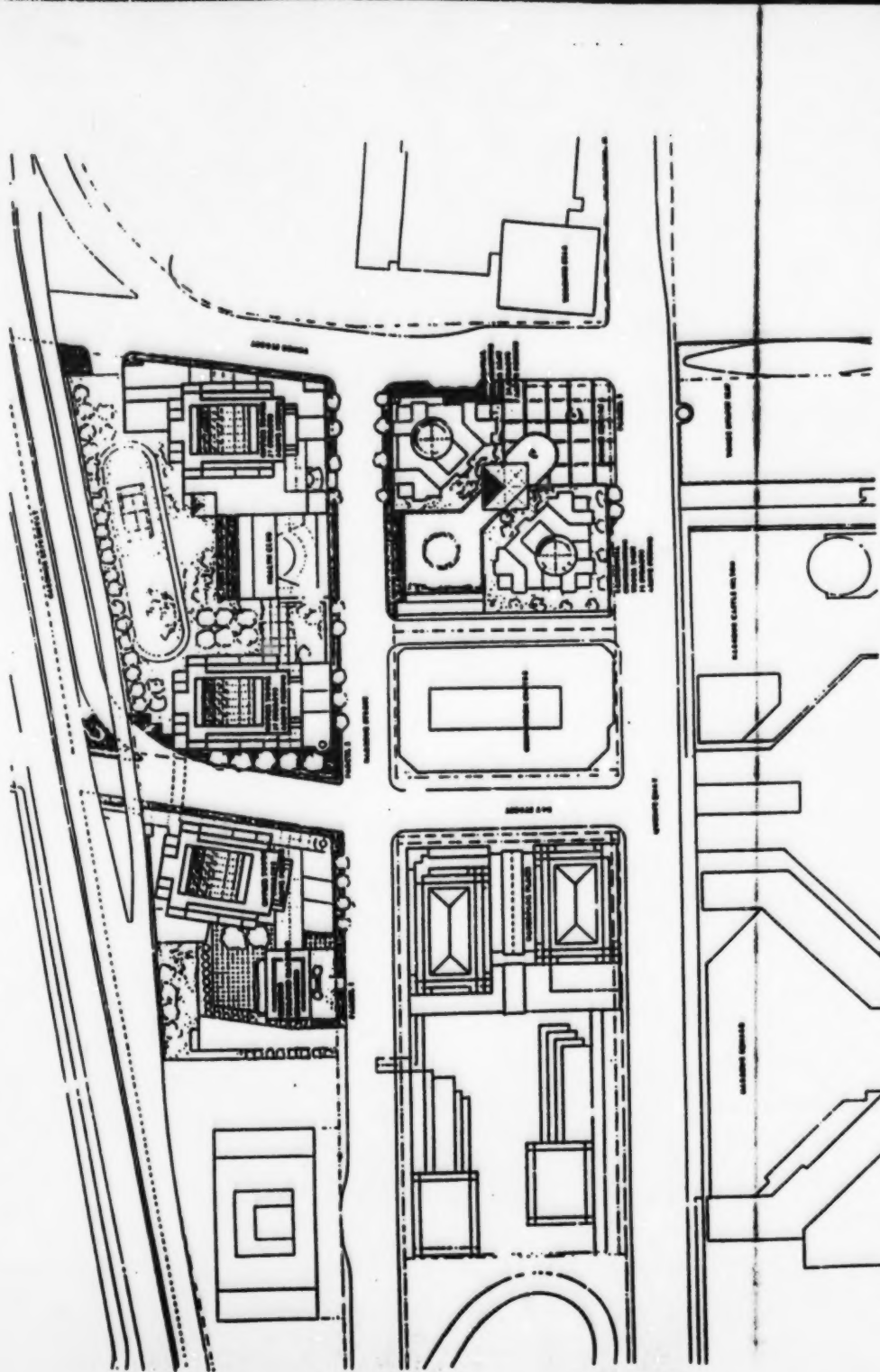
APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JUNE, 1986



FIGURE

2



SITE PLAN DETAILS

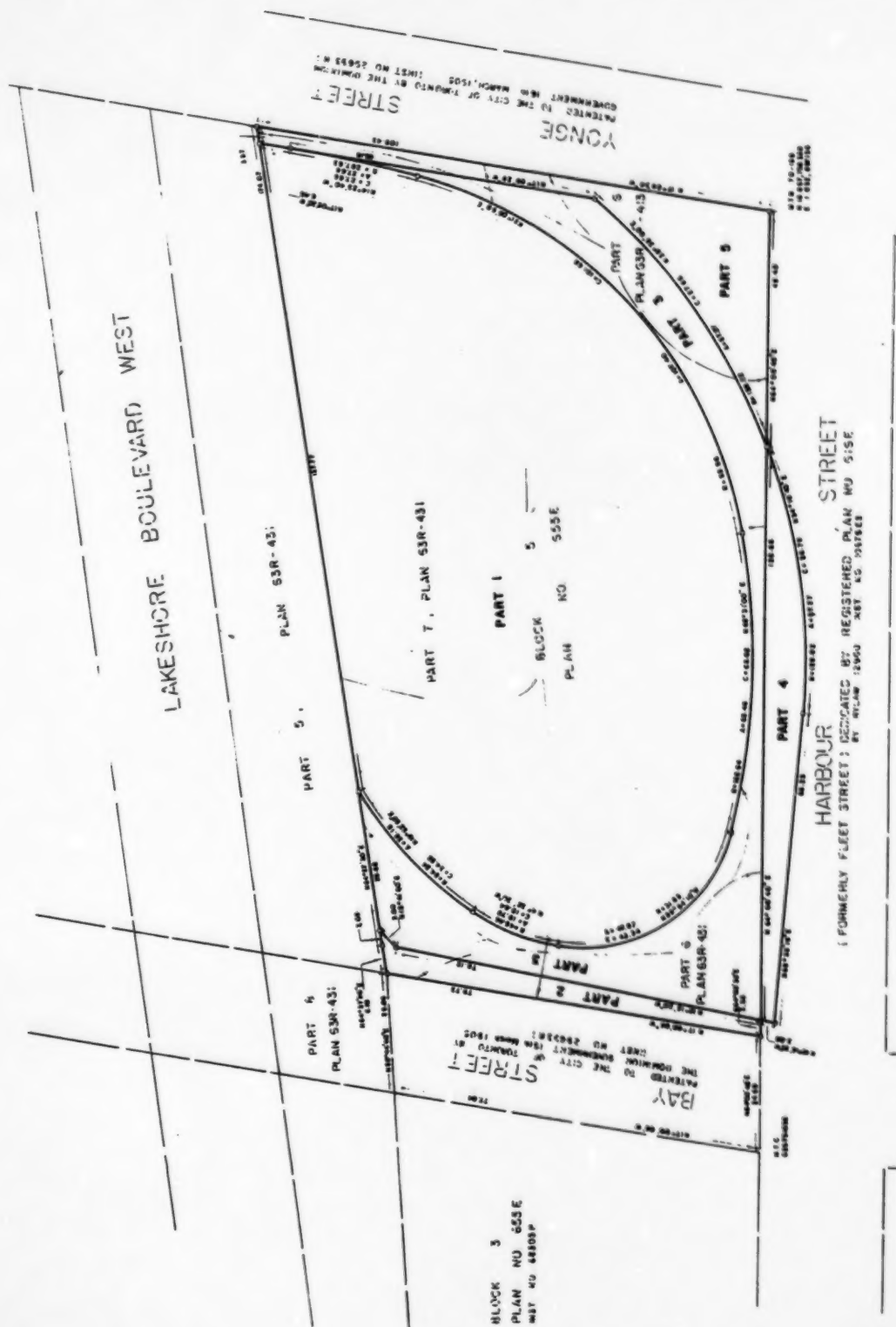
TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

APPROVED FOR THE CITY OF TORONTO AND THE BOARD OF TRADES AND ALCOHOL COMMISSIONERS

APPROVED FOR THE CITY OF TORONTO AND THE BOARD OF TRADES AND ALCOHOL COMMISSIONERS

JUNE 1969



- PART 1 - LANDS OWNED BY THE T.H.C.
 PART 2 & 5 - LANDS TO BE RETAINED BY METRO
 PART 3 - LANDS TO BE SOLD BY METRO
 PART 4 - LANDS WITHIN HARBOUR STREET

LAND PARCELS

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT DIVISION

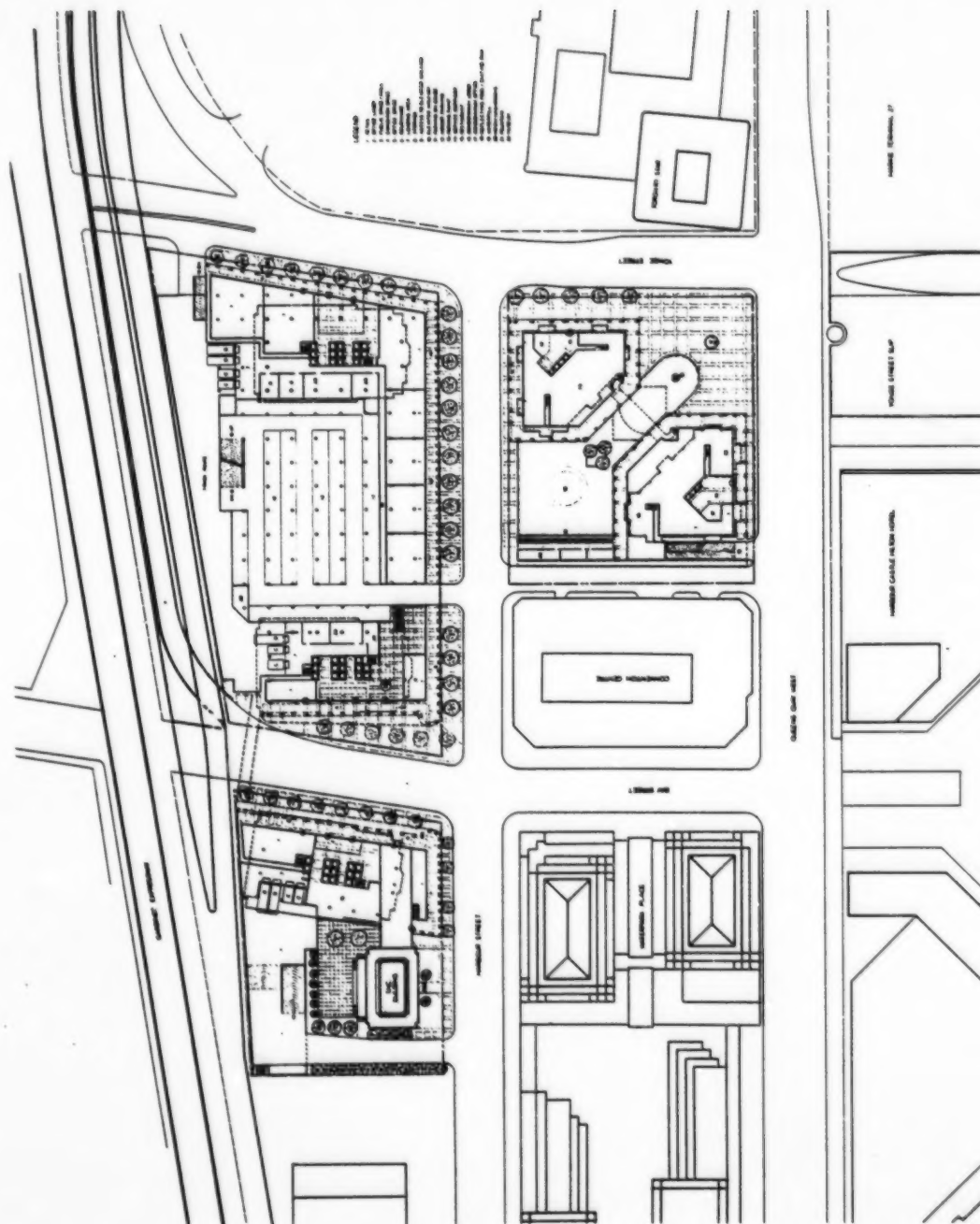
FIGURE

3



(APPLICANT'S REDUCED DRAWING)

JUNE, 1986



FIGURE

4



REDUCED DRAWING

JUNE, 1986

GROUND FLOOR PLAN

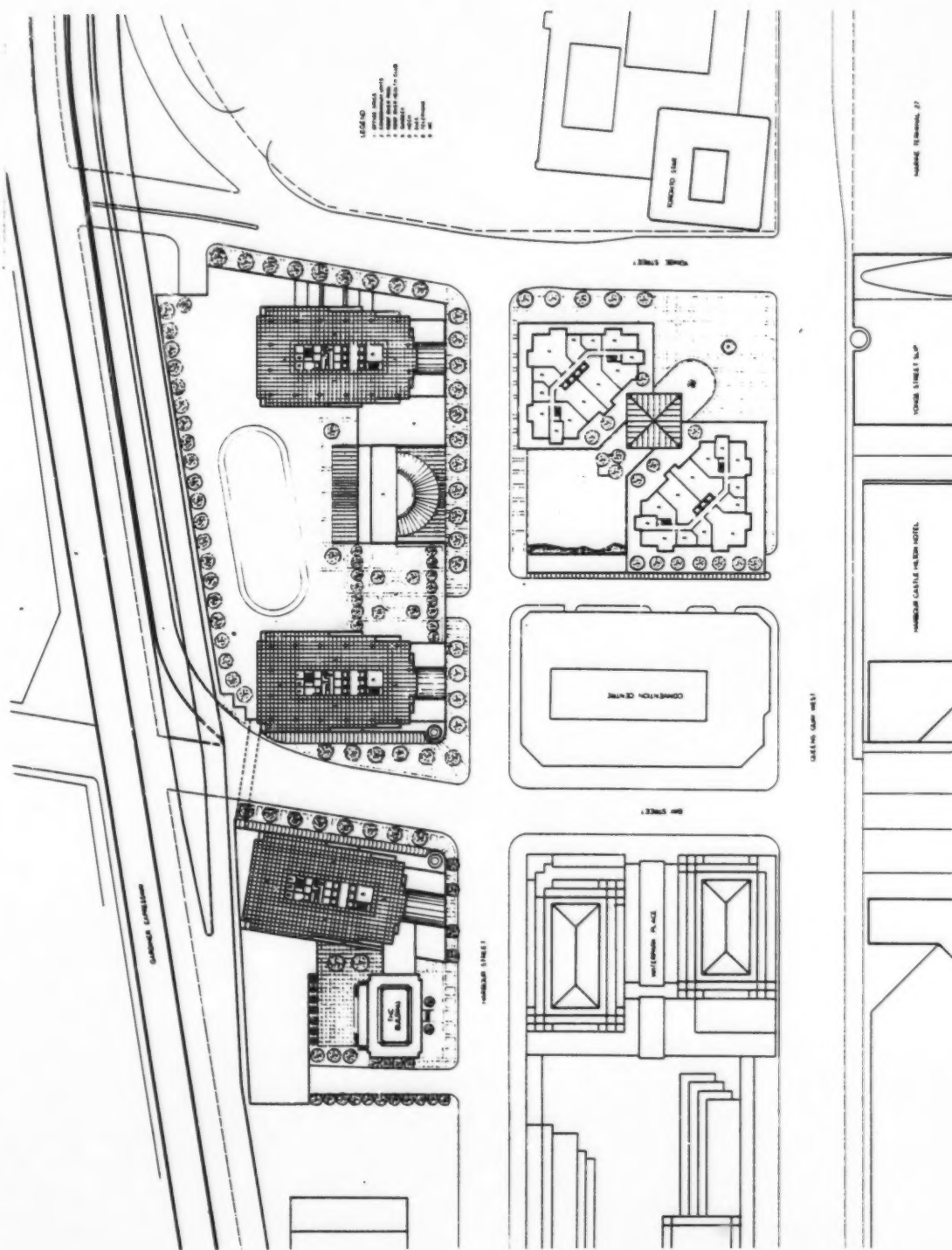
TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



MID-RISE FLOOR PLAN

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

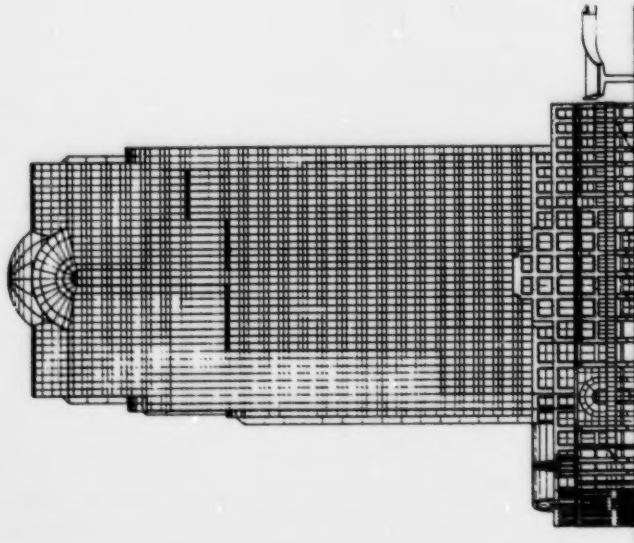
FIGURE

6

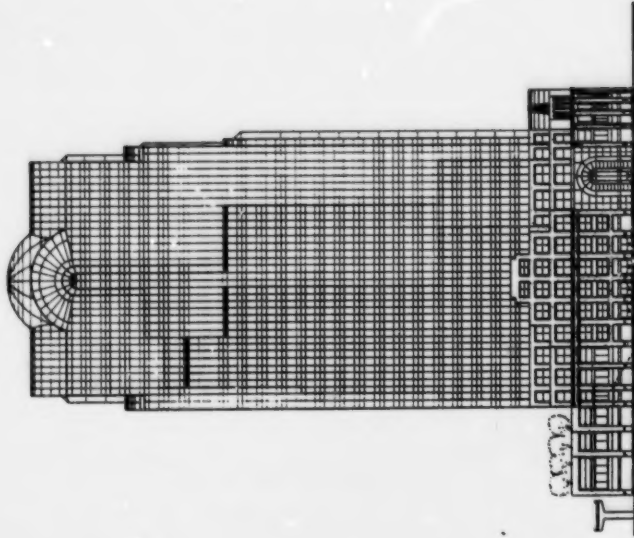


(APPLICANT'S REDUCED DRAWING)

JUNE, 1986



BAY STREET LOOKING WEST



BAY STREET LOOKING EAST

ELEVATIONS

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

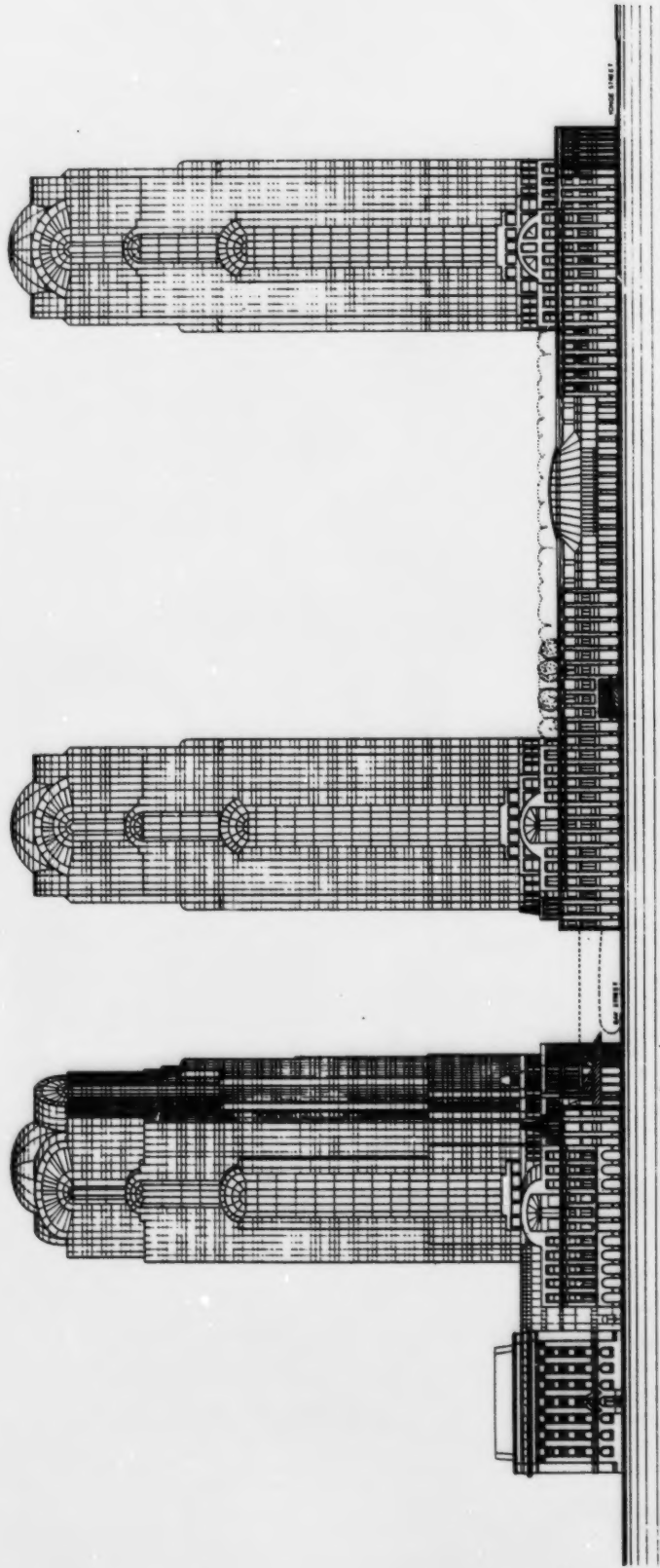
(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

FIGURE

7

JUNE, 1986



HARBOUR STREET LOOKING NORTH

ELEVATIONS

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

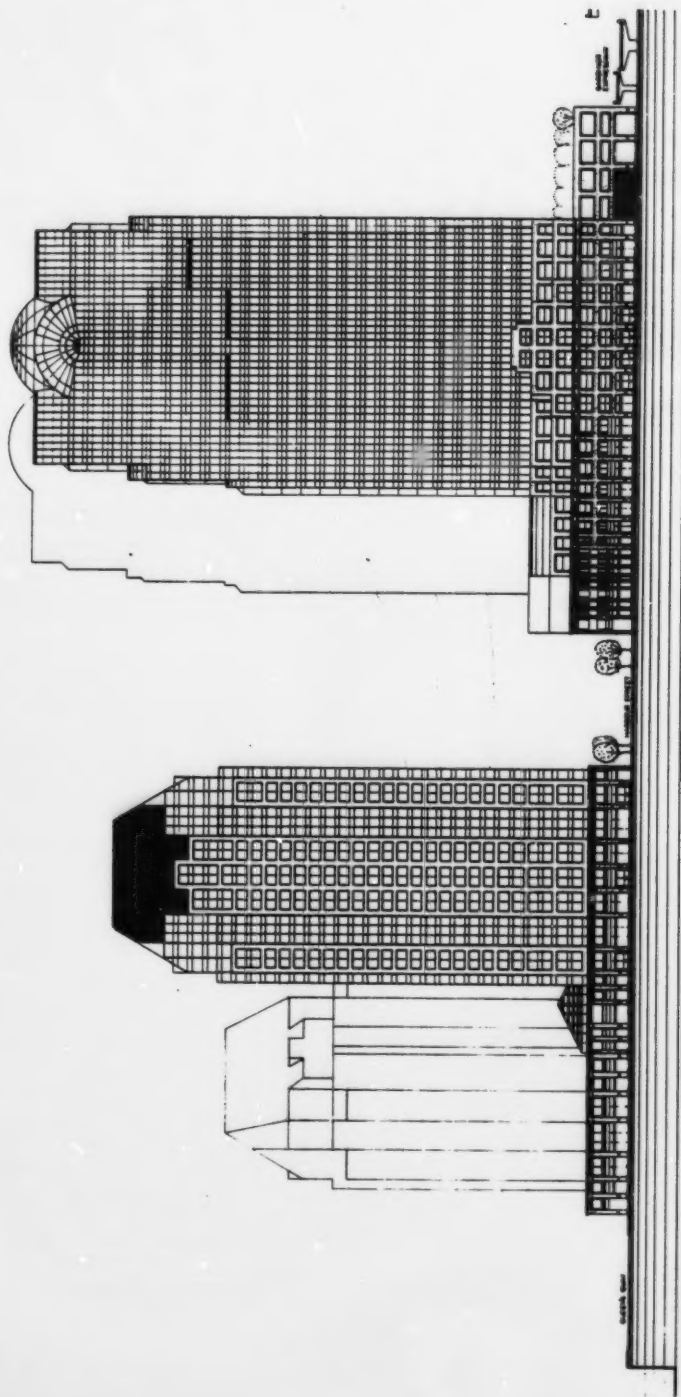
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

FIGURE 8

(APPLICANT'S REDUCED DRAWING)

JUNE, 1968



YONGE STREET LOOKING WEST

ELEVATIONS

TORONTO - WORLD TRADE CENTRE

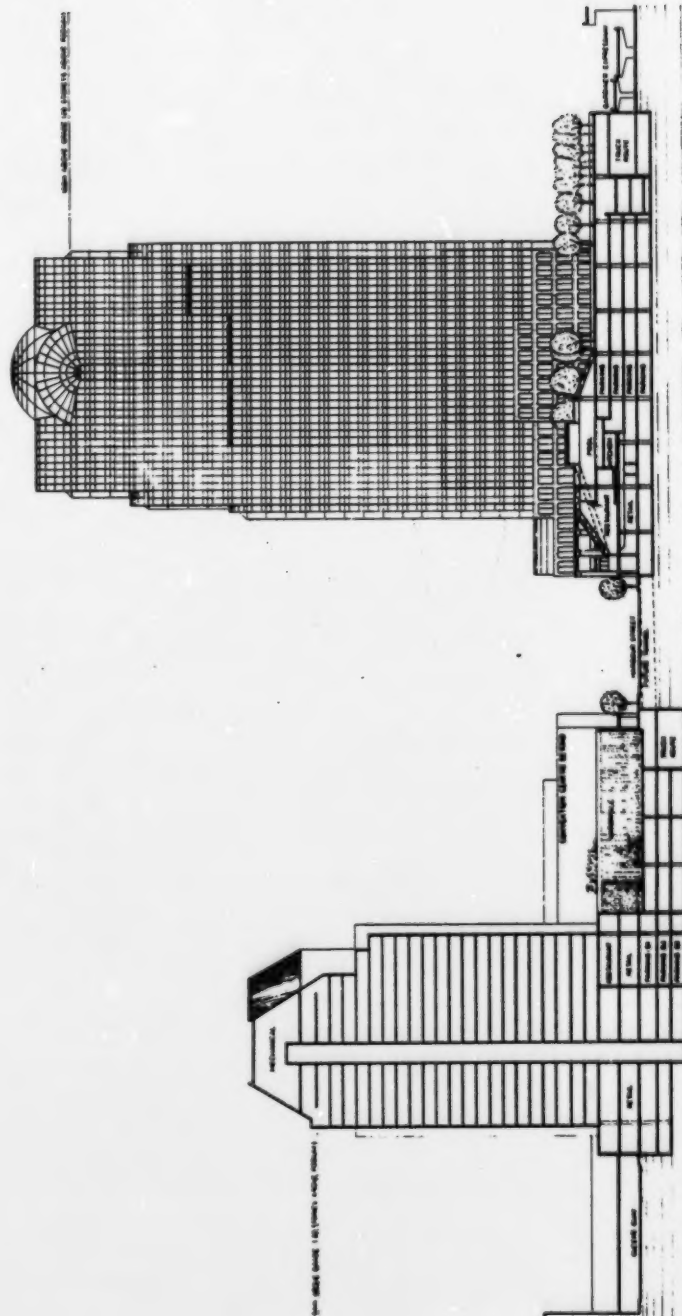
APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

FIGURE
9

(APPLICANT'S REDUCED DRAWING)
JUNE, 1968



**RESIDENTIAL CONDOMINIUM
TOWER WEST**

**RESTAURANT, POOL
(WEST OFFICE TOWER BEYOND)**

**NORTH-SOUTH SECTION
TORONTO - WORLD TRADE CENTRE**

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

**FIGURE
10**

(APPLICANT'S REDUCED DRAWING)

JUNE, 1986

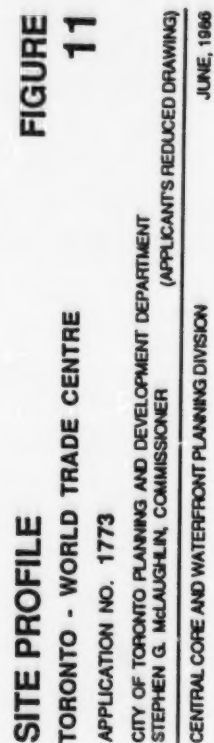


FIGURE 11

SITE PROFILE
TORONTO - WORLD TRADE CENTRE
APPLICATION NO. 1773
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
CENTRAL CORE AND WATERFRONT PLANNING DIVISION



TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
(APPLICANT)

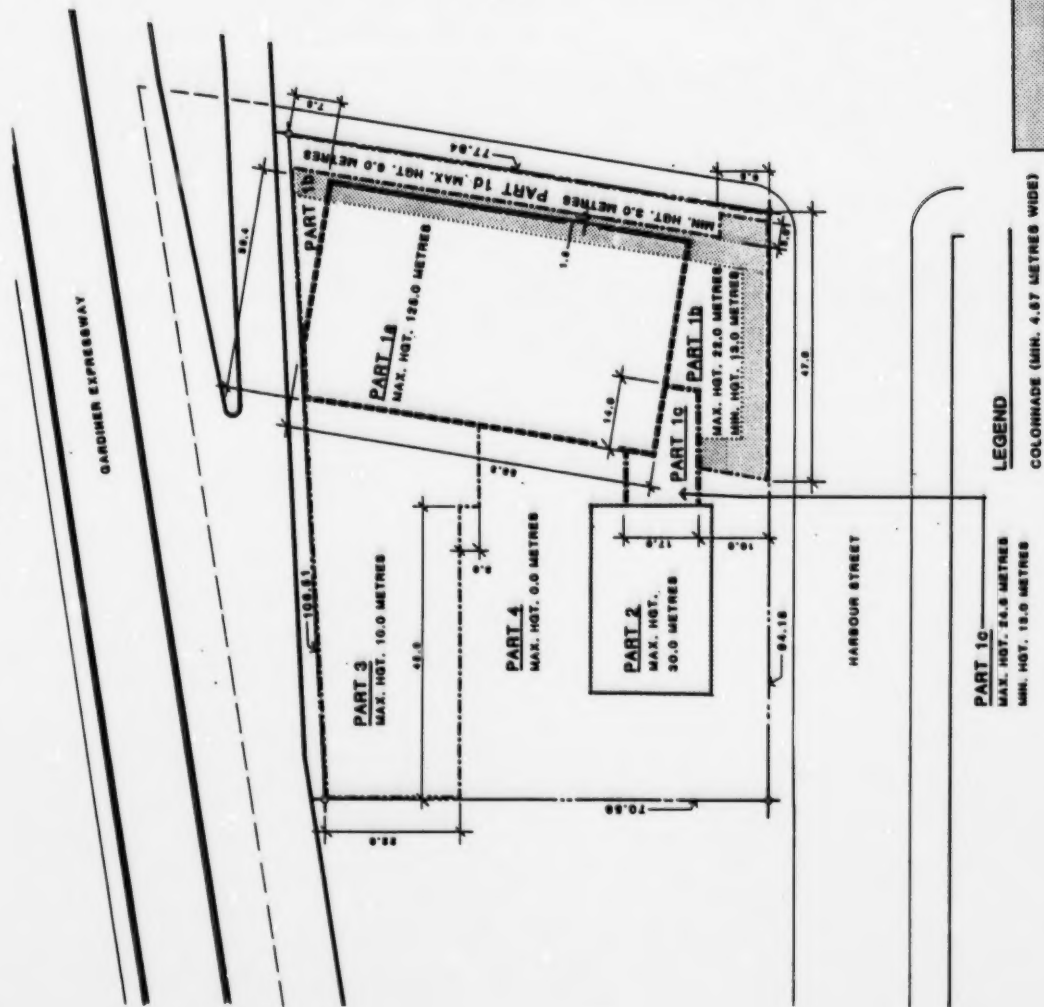
CENTRAL CORE AND WATERFRONT DIVISION

JUNE, 1960



TORONTO · WORLD · TRADE
CENTRE

A YORK-HANNOVER DEVELOPMENT



ZONING ENVELOPES **TORONTO - WORLD TRADE CENTRE**

SCHEDULE 1 **PLAN 1**

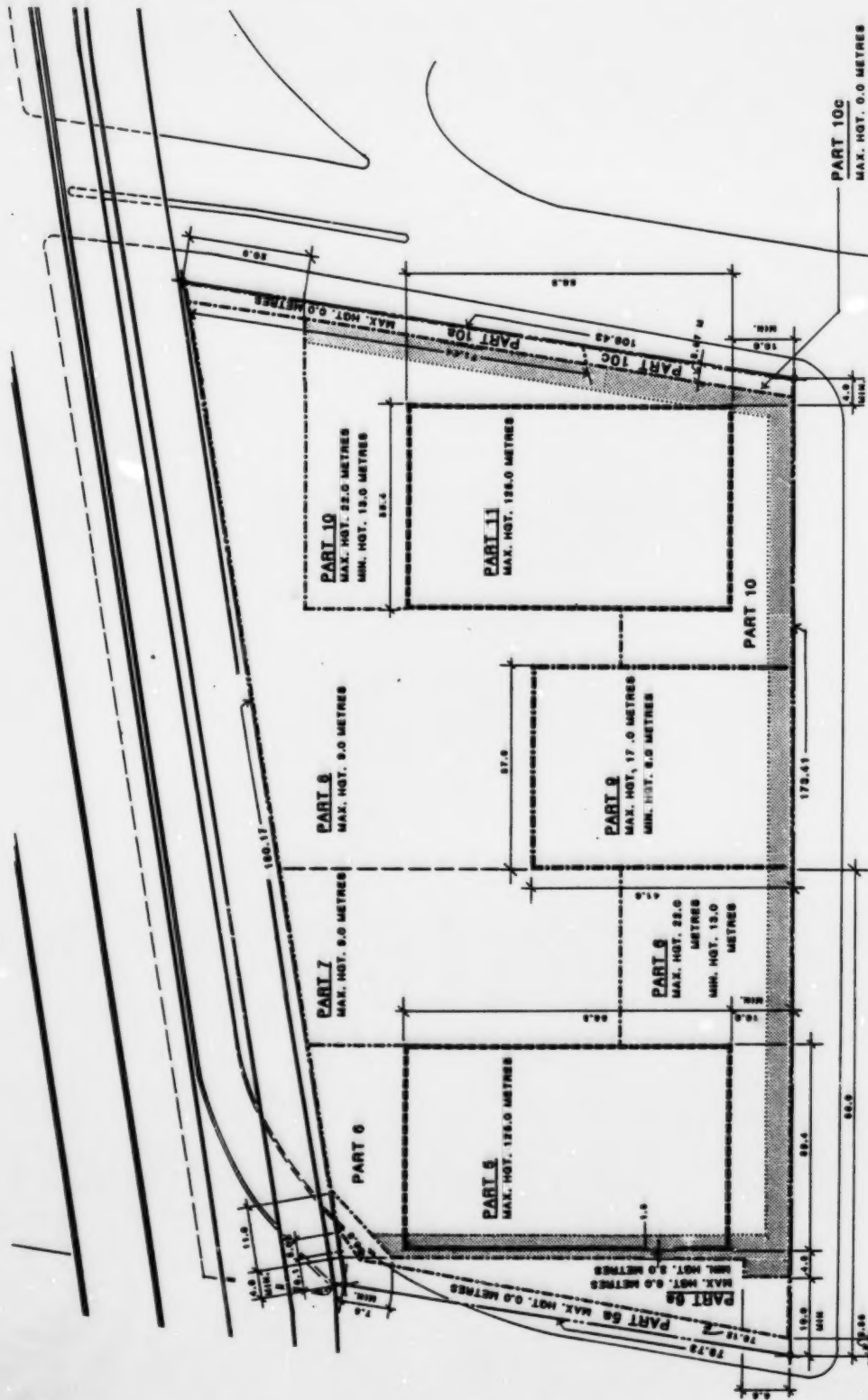
APPLICATION NO. 1773

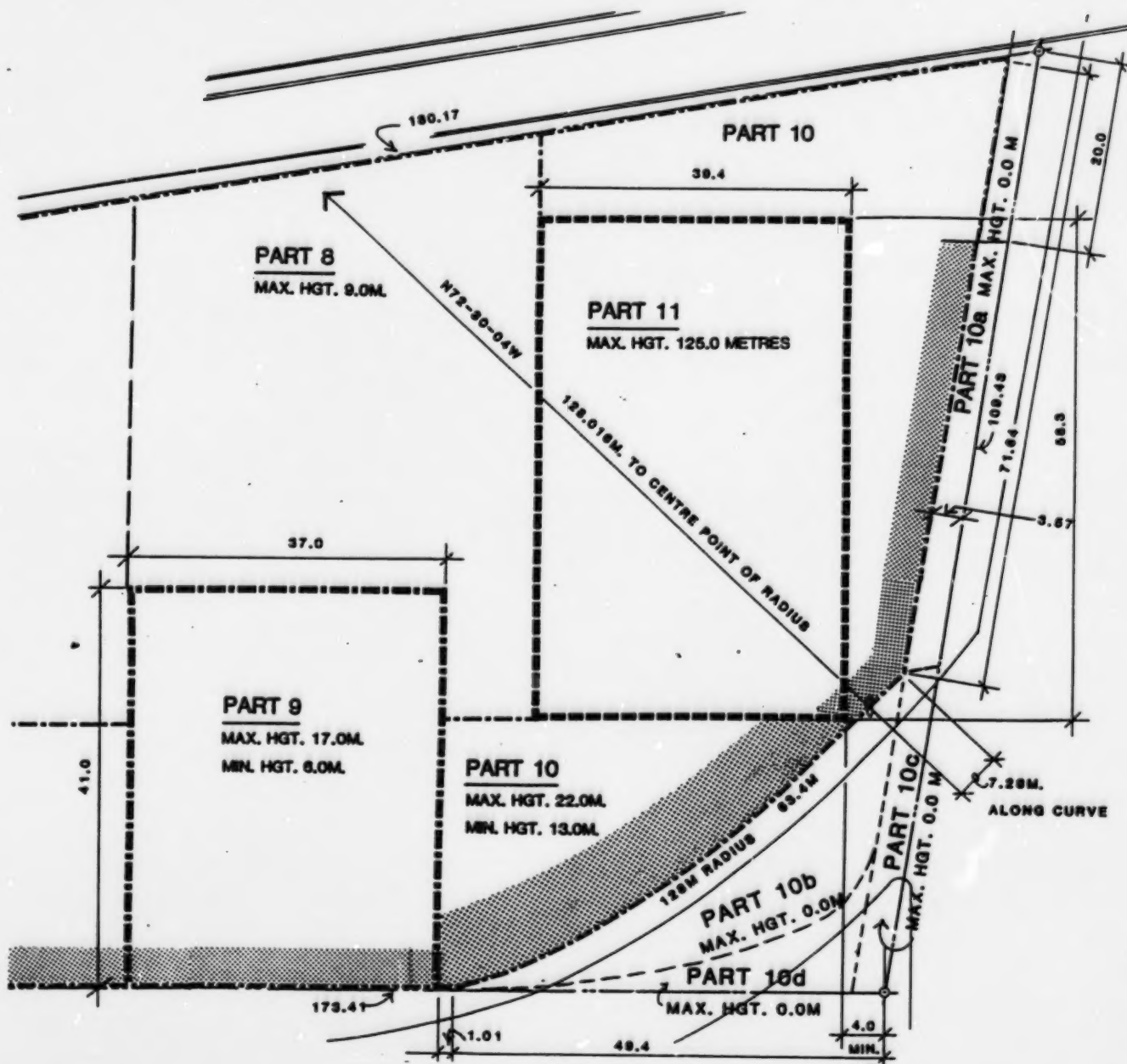
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 STEPHEN G. McLAUGHLIN, COMMISSIONER

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT DIVISION

JUNE, 1988





ZONING ENVELOPES-ALTERNATIVE 3, PARCEL 2

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

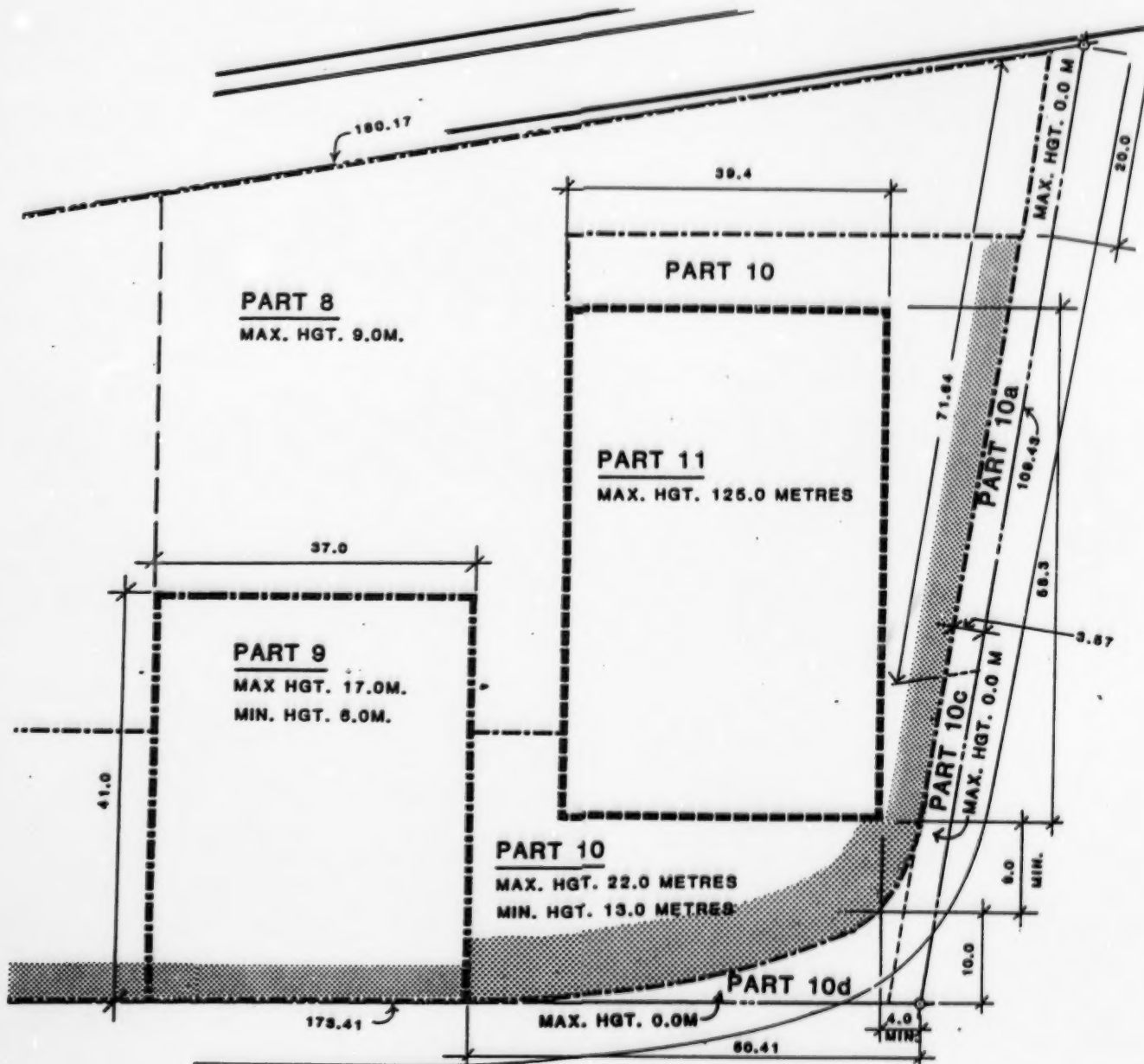
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

**SCHEDULE 1
PLAN 2.3**

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JUNE, 1986



ZONING ENVELOPES-ALTERNATIVE 2, PARCEL 2

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUCHLIN, COMMISSIONER

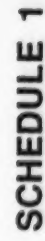
**SCHEDULE 1
PLAN 2.2**



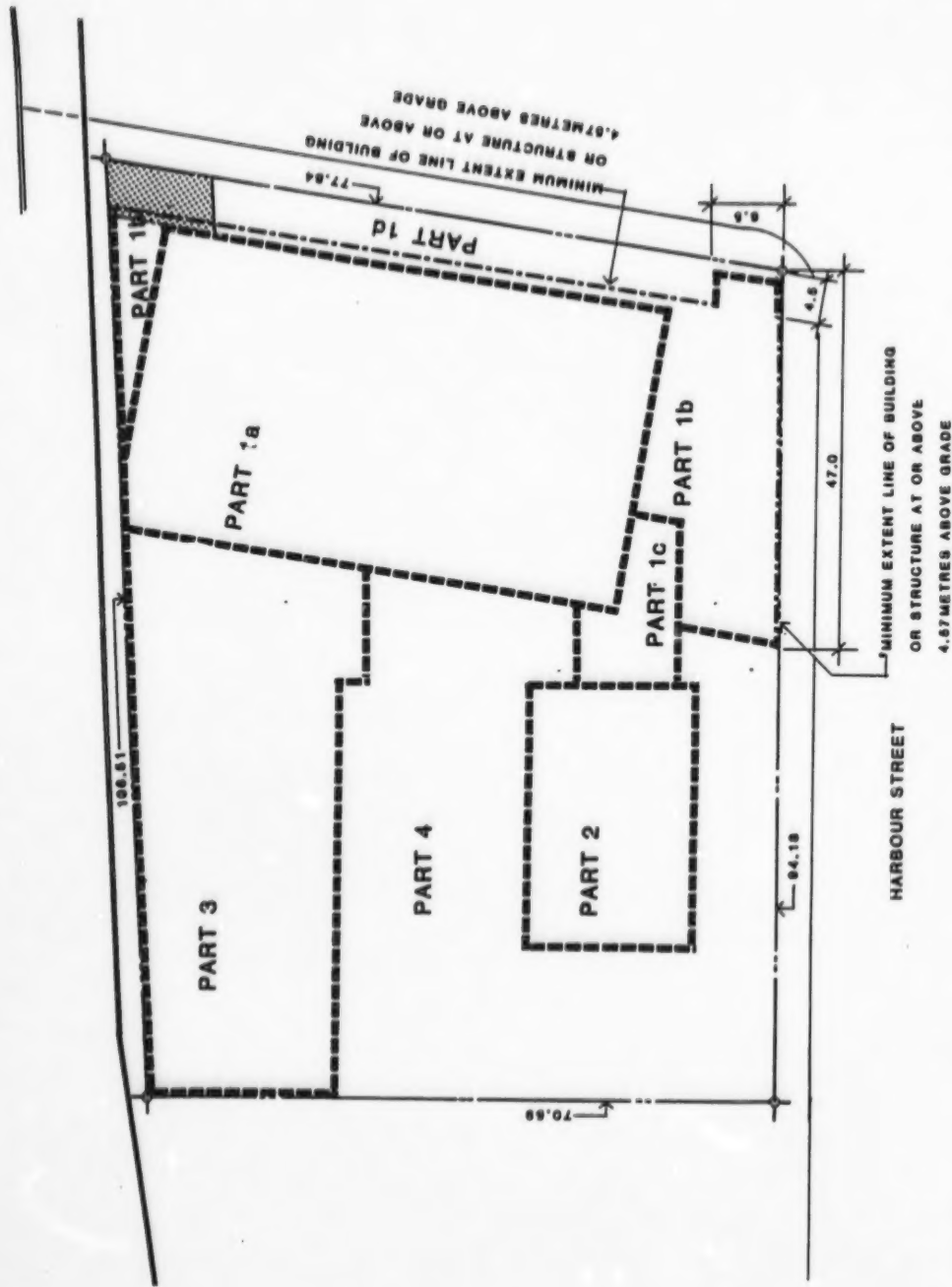
(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JUNE, 1988



APPLICATION NO. 1773
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
CENTRAL CORE AND WATERFRONT PLANNING DIVISION
(APPLICANT'S REDUCED DRAWING)
JUNE, 1988



ZONING BUILD - TO LINES PARCEL 1
TORONTO - WORLD TRADE CENTRE
SCHEDULE 1
PLAN 4
APPLICATION NO. 1773

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
(416) 392-2100

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JUNE 1988



TORONTO - WORLD TRADE CENTRE

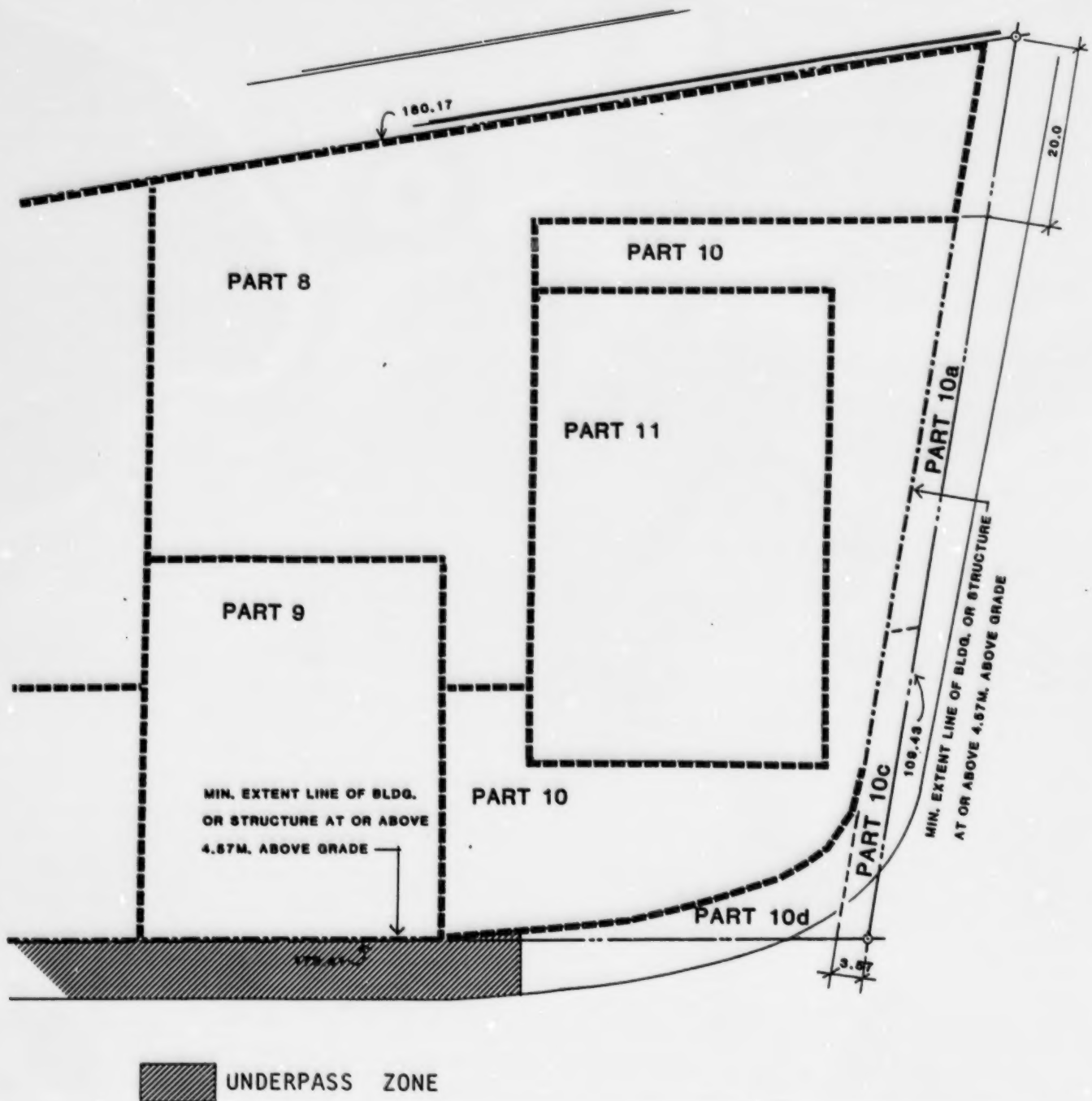
APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER (APPLICANT)

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT DIVISION

JUNE, 1966



ZONING BUILD - TO LINES - ALTERNATIVE 2, PARCEL 2

SCHEDULE 1
PLAN 5.2

TORONTO - WORLD TRADE CENTRE

APPLICATION NO. 1773

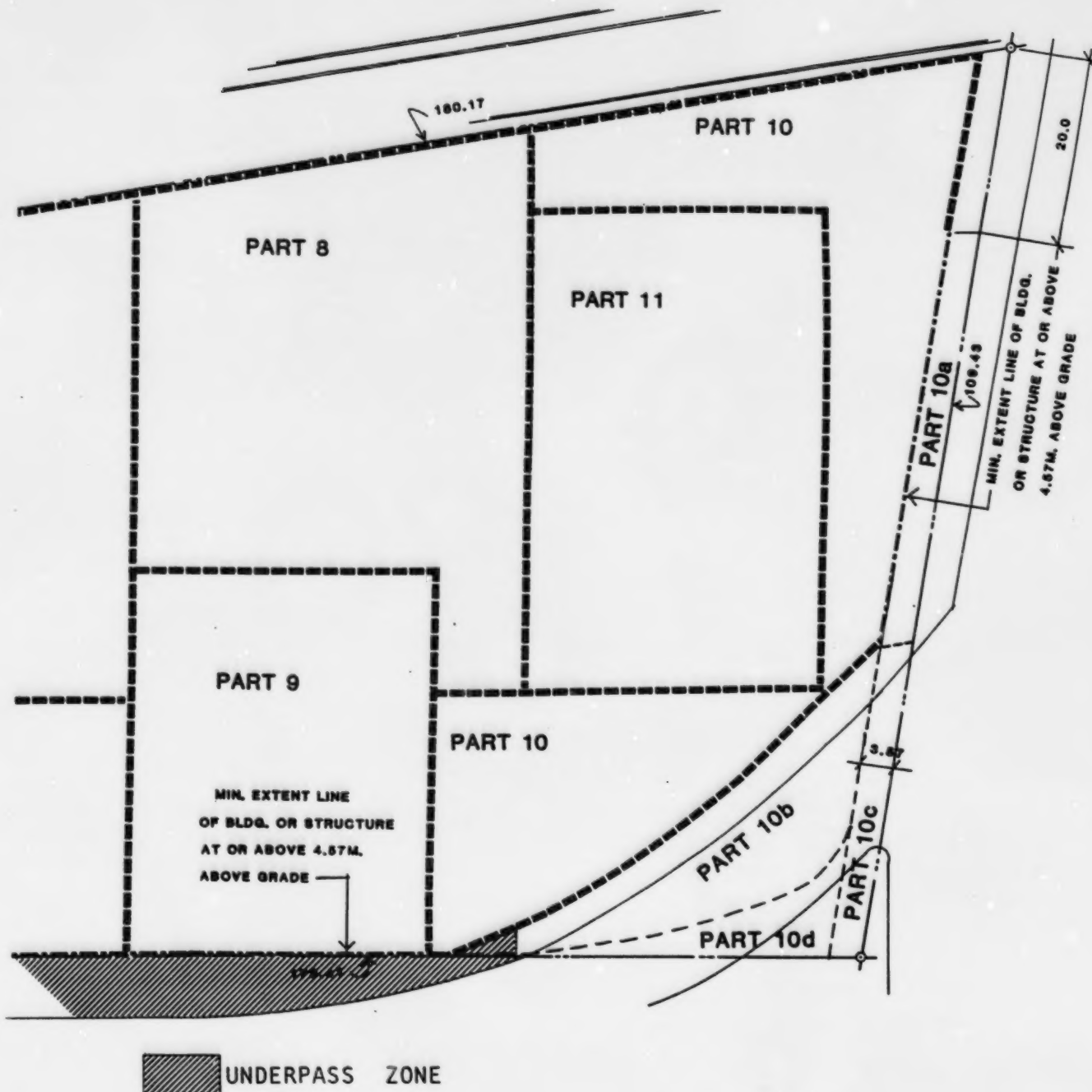
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN, COMMISSIONER

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT DIVISION

JUNE, 1988



**ZONING BUILD - TO LINES - ALTERNATIVE
3, PARCEL 2**

**SCHEDULE 1
PLAN 5.3**

TORONTO - WORLD TRADE CENTRE
APPLICATION NO. 1773

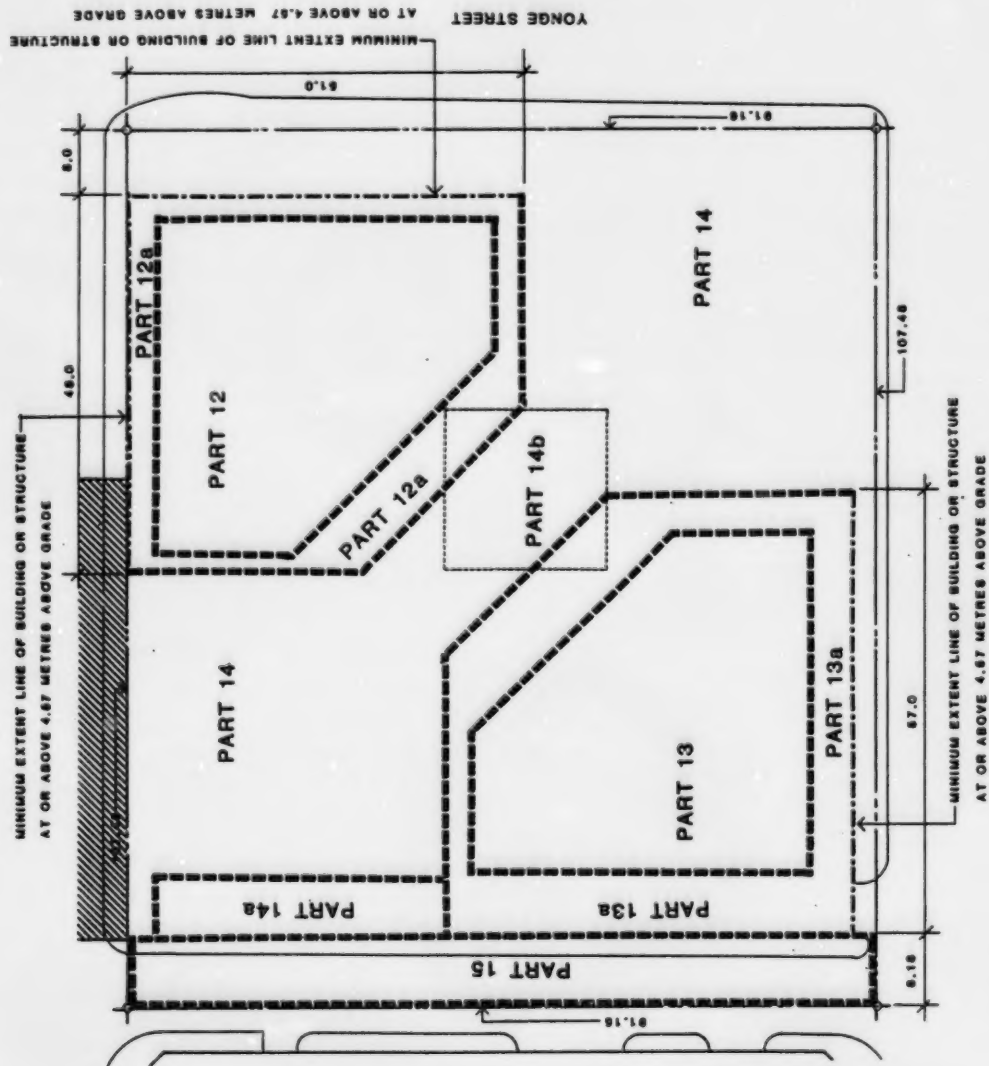
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

(APPLICANT'S REDUCED DRAWING)

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JUNE, 1986





SCHEDULE 1

ZONING BUILD - TO LINES - PARCEL 3 TORONTO - WORLD TRADE CENTRE PLAN 6

APPLICATION NO. 1773

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

CENTRAL CORE AND WATERFRONT DIVISION

JUNE, 1986

UNDERPASS ZONE



CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/11773
CC& W
September 3, 1986

To: Land Use Committee.

Subject: Companion Report to Final Reports on Part II Official Plan and Zoning By-law Amendments for the World Trade Centre (Application No. 11773).

Origin: Commissioner of Planning and Development.
(c71luc86373:286)

Comments:

The aforesaid reports recommend a Part II Official Plan and rezoning for the World Trade Centre Area. Parcel 3 of such Area comprises the easterly portion of the block bounded by Bay Street, Harbour Street, Yonge Street and Queens Quay West. The Harbour Castle Convention Centre site comprises the remainder of this block (see Figure 1).

As discussed in my Final Report on the Part II Plan, Section 5.18(a)(2) was added to the Part I Plan in 1976, to permit the Convention Centre to be constructed (See Appendix A). Concurrently, Council passed By-law No. 276-76 which, in effect, rezoned the entire block so that the Convention Centre could proceed.

Section 5.18(a)(2) permits a maximum density of 1.52 times coverage over the area of the block. By-law 276-76 assigns 110,000 square feet of this (0.66 times coverage) to the Convention Centre site. The remainder of the Official Plan density (0.86 times coverage) was to be available for, amongst other things, Port trade-related enterprises and other marine and shipping related functions.

The Part I Plan, however, does not separately assign the density figures of 0.66 and 0.86 times coverage to the two development parcels. Rather, it allocates the total density of 1.52 times coverage to the whole block, and relies on the zoning to apportion the gross floor area. This approach should be modified so that it is clear in the Part I Plan that the existing policies respecting the Convention Centre continue to apply to the Convention Centre site, and that the proposed Part II Official Plan applies with respect to the portion of the World Trade Centre development located on Parcel 3.

Accordingly, I recommend that Section 5.18(a)(2) be amended to delete reference to Parcel 3. This would involve the deletion of

Land Use Committee

September 3, 1986

permitted uses other than those of convention and related facilities including parking, and the modification of the maximum density provision so as to permit only the existing Convention Centre density on the Convention Centre site. Thus, the permitted gross floor area of all buildings on the site would not be permitted to exceed 10 220 square metres (110,000 square feet). These changes will establish consistency between the Part I Official Plan policies respecting the aforesaid block and the recommended Part II Plan for the World Trade Centre Area. (See Appendix B.)

The Zoning By-law should also be amended so that it is consistent with the foregoing approach. As indicated, By-law No. 276-76 applies to both the Convention Centre and Parcel 3, and therefore should be modified to exclude Parcel 3. This would involve redefining the term "lot" set out in Section 3(i) so that it applies only to the Convention Centre site rather than the whole block. A companion amendment is also required to be made to By-law No. 438-86 (see Appendix D) to delete Section 12(2)(52) thereof which was added by By-law No. 276-76.

Section 3(5) of By-law No. 276-76 requires that parking facilities for the Convention Centre be provided in accordance with the quantitative standards set out in Section 4(13) of the Zoning By-law. It also requires that such facilities be located on the lot or in the garage of the hotel. Parking for the Convention Centre is now located on the surface lot within Parcel 3. The applicant proposes to relocate such parking to the commercial garage on Parcel 2, which is satisfactory to the Commissioner of Public Works and myself. To accommodate this option, I recommend that the by-law be amended to add Parcel 2 to the list of locations which are permitted for parking and to fix the parking requirement at a minimum of 372 spaces. (See Appendix C.)

Recommendations:

1. That the Land Use Committee hold a public meeting as required by the Planning Act, 1983, in respect of a proposed amendment to the Part I Official Plan, as it affects the area bounded by Bay Street, Harbour Street, Yonge Street and Queens Quay West (Map 1), substantially in the form of the proposed amendment contained in Appendix B which will give effect to the foregoing.
2. That the Land Use Committee hold a public meeting as required by the Planning Act, 1983, in respect of proposed amendments to By-law No. 276-76 and to By-law No. 438-86 as they affect the area bounded on the East by the east limit of Yonge Street, on the South by the north limit of Queens Quay, on the West by the west limit of Bay Street, and the North by the

Land Use Committee

September 3, 1986

southerly limit of the district designated C1V1 shown on (Map 1), substantially in the form of the proposed amendments confined in Appendices C and D which will give effect to the foregoing.

3. That City Council approve the amendments to the Part I Official Plan By-law No. 276-76 and By-law No. 438-86, as set out in Appendix B, Appendix C and Appendix D to this report, at the same meeting as the Official Plan and Zoning By-law Amendments referred to in my Final Reports on the World Trade Centre are passed.

Stephen G. McLaughlin
Commissioner

BG/clh

Land Use Committee

September 3, 1986

APPENDIX A

Excerpt from Section 5 of the Official Plan

"5.18. (a) (2) It is the policy of Council to pass by-laws in the area bounded by Bay Street, Harbour Street, Yonge Street and Queens Quay to permit:

1. Buildings containing commercial uses limited to:
 - (i) convention facilities;
 - (ii) facilities primarily for the offices of port trade-related enterprises and other marine and shipping related functions, and secondarily for offices for business and finance related uses, provided that such secondary uses do not exceed 50 percent of the gross floor area of the building, and ancillary uses; and
 - (iii) parking.

Provided that:

- (a) the total gross floor area of all such buildings does not exceed 1.52 times such area; and
 - (b) appropriate regard is had to microclimatic conditions such as wind, calm, sun and shade as may be consequent of any such building; and
 - (c) Council is satisfied that the design of any such building is undertaken in accordance with the intent to minimize obstruction of views to the Lake and the Toronto Islands from Bay Street.
2. Parking."

Land Use Committee

September 3, 1986

APPENDIX B

Part I of the Official Plan for the City of Toronto is amended by deleting Section 5.18(a)(2) thereof and by replacing it with the following:

- "5.18(a)(2) It is the policy of Council to pass by-laws applicable to the lands to which this clause applies to permit buildings containing commercial uses limited to convention and related facilities including parking, provided that the gross floor area of all such buildings does not exceed 10 220 square metres (110,000 square feet), and provided further that:
- (a) appropriate regard is had to micro-climatic conditions such as wind, calm, sun and shade as may be consequent of any such building; and
 - (b) Council is satisfied that the design of any such building is undertaken in accordance with the intent to minimize obstruction of views to the Lake and the Toronto Islands from Bay Street.

This clause applies to the lands more particularly described as (Insert legal description of Convention Centre site").

Land Use Committee

September 3, 1986

APPENDIX C

NO. - 86 A BY-LAW
To Amend By-law No. 276-76

(Passed , 1986)

The Council of the Corporation of the City of Toronto enacts
as follows:

1. By-law No. 276-76, being "A By-law to amend By-law No. 20623 respecting certain lands bounded by Harbour Street, Yonge Street, Queens Quay and Bay Street", is amended by:

Repealing Section 3 thereof and by replacing it with a new Section 3 as follows:

- 3(1) No person shall use any portion of the "Convention Centre site" or erect or use a building or structure located thereon except a building containing convention and related facilities including parking, provided that the provisions of Section 3(2) hereof are complied with.
- 3(2). None of the provisions of Sections 4(1), 4(5), 4(6), 4(8), 4(10), 7(1), 7(2), 7(3) Parts I, II, III, IV, V and VIII of By-law No. 438-86, being "A BY-LAW to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall apply to prevent the erection or use on any portion of the "Convention Centre site" of a building or structure containing convention and related facilities including parking, provided that:
 1. the "lot" on which such building or structure is erected or used comprises all of the "Convention Centre site";
 2. there is appurtenant to either the leasehold estate in possession or the freehold estate in possession in the "Convention Centre site" an easement in the lands more particularly described as follows (Insert legal description of private lane from Queens Quay

West) which easement permits motor vehicular access from Queens Quay West to the areas shown as "loading spaces" on the plan contained in Appendix 1 attached to and forming part of this By-law;

3. the gross floor area of such building or structure does not exceed 10 220 square metres (110,000 square feet);
 4. no portion of such building or structure is erected closer to the east limit of Bay Street than 2.9 metres (9 feet 7 inches);
 5. no portion of such building or structure is erected east of a line drawn parallel to the east limit of Bay Street and distant 59.5 metres (195 feet) therefrom;
 6. the areas shown on the plan contained in the aforesaid Appendix 1 are provided and maintained as loading facilities on the "Convention Centre site"; and
 7. at least 372 parking spaces in respect of such building or structure are provided and maintained, of which not more than 69 parking spaces may be provided and maintained in a garage of the hotel erected on the south side of Queens Quay pursuant to By-law No. 255-69, as amended, and of which at least 303 parking spaces shall be provided and maintained within the building or structure erected on the "Convention Centre site", or on any one or more of the "Convention Centre site", the "Parcel 2 lands", and the "Parcel 3 lands", or in any one or more buildings or structures erected on either or both of the "Parcel 2 lands" and the "Parcel 3 lands".
- 3(3) For the purposes of this Section 3, the term "Convention Centre site" means the lands more particularly described as (Insert legal description).
- 3(4) for the purposes of this Section 3, the term "Parcel 2 lands" means the lands more particularly described as (Insert legal description).

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- 3(5) For the purposes of this Section 3, the term
"Parcel 3 lands" means the lands more particularly
described as (Insert legal description).

Land Use Committee

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APPENDIX D

No. -86 A By-law

To Amend By-law No. 438-86, as amended.

The Council of the Corporation of the City of Toronto enacts
as follows:

1. By-law No. 438-86, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto," as amended, is further amended by repealing Section 12(2)(52) thereof.



CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/11773
CC&W
September 9, 1986

To: Land Use Committee

Subject: Supplementary Report to the Final Report on Part II
Official Plan Amendment for the World Trade Centre dated
March 24, 1986.

Origin: Commissioner of Planning and Development (c71luc86526:61)

Comments:

On March 26, 1986, the Land Use Committee had before it my Final Report recommending a Part II Official Plan Amendment for the World Trade Centre. The Committee deferred consideration of this report pending further reports dealing with, amongst other things, Zoning By-law amendments, workplace daycare, assisted housing, etc. These matters are dealt with in my Final Rezoning Report (dated September 3, 1986) and my Companion Report to Final Reports (dated September 3, 1986), both of which are now before the Land Use Committee.

This report is submitted as a supplementary report to revise the text of the proposed Official Plan Part II and Recommendations contained in the March 24 Report, to bring them in line with the Recommendations contained in my Reports of September 3.

The text of the proposed Official Plan Part II has been revised to include a definition of lot which permits the development of the project in whole or in part, if portions are sold to other developers. The text has also been amended to exclude recreation space from the calculation of residential G.F.A., as has been the case in other projects in the City. The revised text is attached as Appendix A.

I am also recommending that Recommendation 2 of my March 24, 1986, report, which deals with the preparation of a draft By-law, be deleted, as the draft By-law is before you now. In its place, I recommend that a new Recommendation 2 be adopted which would have the Land Use Committee hold a public meeting, as required by the Planning Act, 1983, in respect of the proposed amendment to the Part I Official Plan.

Recommendations:

- 1) That the text of the proposed Official Plan Part II for the World Trade Centre as contained in Appendix A of my Report of

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March 24, 1986, be deleted and the text attached to this Report as Appendix A be substituted in its place.

- 2) That Recommendation 2 of my report of March 24, 1986 be deleted and the following Recommendation be substituted in its place:

"That the Land Use Committee hold a public meeting as required by the Planning Act, 1983, in respect of the proposed amendment to the Part I Official Plan, substantially in the form of the proposed amendment contained in Appendix A of this report which will give affect to the foregoing."

Stephen G. McLaughlin
Commissioner

APPENDIX A

OFFICIAL PLAN PART II
WORLD TRADE CENTRE

1.0 Interpretation

- 1.1 For the purposes of this Amendment to the Official Plan for the City of Toronto, the World Trade Centre is defined as the area within the solid dark line shown on Map A hereto and comprises Sub-Area A, Sub-Area B, and Sub-Area C which also are identified on Map A. Notwithstanding the definition of "lot" contained in Section 10.18 of the Official Plan, the term "lot" when applicable to the World Trade Centre means the World Trade Centre which shall be deemed to be one "lot" regardless of whether two or more buildings are erected thereon, and regardless of any conveyances, or leases or easements made or granted after (Insert date of adoption of this Amendment.)
- 1.2 The text and maps of Part I of the Official Plan continue to apply to the World Trade Centre, except in cases where the text and/or maps of this Amendment are in conflict therewith, in which case the text and/or maps, of this Amendment shall prevail.

2.0 General Objectives

- 2.1 It is the policy of Council to encourage the development of the World Trade Centre as a mixed-use urban waterfront area for the enjoyment of residents, workers and visitors.
- 2.2 Sub-Area A and Sub-Area B shall be considered suitable primarily for high intensity commercial development.
- 2.3 Sub-Area C shall be considered suitable primarily for high intensity residential development and a major publicly-accessible open space.
- 2.4 Street-related retail and service uses will also be encouraged in Sub-Areas A, B and C.

3.0 Assisted Housing

- 3.1 Council shall seek to secure the provision of assisted housing of an amount equal to approximately 30 percent of the total maximum number of dwelling units permitted in

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Sub-Area C, on one or more sites located outside of the World Trade Centre, which Council considers to be appropriate.

4.0 Open Space and Pedestrian Routes

4.1 It is the policy of Council to encourage the development of two high quality open spaces; one, at least 960 square metres in area, in Sub-Area A, and the second, at least 3668 square metres in area, in Sub-Area C; in the general locations shown on Map B.

4.2 Council shall seek to secure public accessibility of both the open spaces referred to in paragraph 4.1.

4.3 In exercising its power to approve plans and drawings under the Planning Act 1983 for the development of Sub-Area A, it is Council's policy to require the provision of appropriate pedestrian walkways through Sub-Area A, which may connect a pedestrian bridge over Lake Shore Boulevard with Bay Street and Harbour Street, generally in the locations shown on Map B. Council will also seek to secure necessary easement(s) to permit members of the public to make use of such walkways.

5.0 Environment

5.1 In exercising its available powers of regulation, review and approval under the Planning Act 1983, in respect of the World Trade Centre, Council will have regard for the probable impact of proposed buildings and structures on the prevailing micro-climatic conditions, and it will seek to:

- (a) avoid the creation of adverse wind conditions at grade;
- (b) use small-scale elements, such as walls, plantings and shelters to create wind-protected open space areas; and
- (c) have established sheltered pedestrian routes and entrances to buildings.

5.2 Council will seek to secure a satisfactory noise environment in open space areas to be used for recreational purposes within the World Trade Centre, through the provision of appropriate acoustical buffers.

6.0 Road System

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- 6.1 With respect to the road system within the World Trade Centre, Council shall seek:
- (a) to have the Yonge Street On-ramp to the Gardiner Expressway Eastbound removed as soon as is reasonably practicable
 - (b) to have the function and the need for the Bay Street On-ramp to the Gardiner Expressway Eastbound reviewed;
 - (c) to have the intersection of Harbour Street, Yonge Street and Lake Shore Boulevard signalized; and
 - (d) to ensure that the design of the road system:
 - (i) provides for a safe, attractive and convenient pedestrian environment, including the maintenance of sidewalks adequate to accommodate heavy pedestrian flows;
 - (ii) accommodates two-way traffic on Yonge Street within the right-of-way existing on January 1, 1986; and
 - (iii) provides for a reduction in the width of the Harbour Street right-of-way adjacent to and at its intersection with Yonge Street and Lake Shore Boulevard to the maximum extent possible while maintaining the functional capacity of that intersection.
- 6.2 Recognizing the heavy vehicular traffic flows on Bay Street and Harbour Street, it is the policy of Council to encourage the provision of a pedestrian bridge between Sub-Area A and Sub-Area B and a pedestrian underpass between Sub-Area B and Sub-Area C, in the locations generally shown on Map B.
- 7.0 Community Services and Facilities
- 7.1 It is the policy of Council to seek the provision of an appropriate workplace daycare centre within the World Trade Centre.
- 8.0 Land Use Sub-Areas
- 8.1 In Sub-Area A, Council may pass by-laws to permit buildings containing commercial and/or institutional uses, alone or in combination, up to a total gross floor

area of 54 435 square metres, provided that the total gross floor area erected or used in Sub-Area A for office purposes, does not exceed 50 039 square metres.

- 8.2 In Sub-Area B, Council may pass by-laws to permit buildings containing commercial and/or institutional uses, alone or in combination, up to a total gross floor area of 125 869 square metres, provided that the total gross floor area erected or used in Sub-Area B for office purposes does not exceed 100 078 square metres.

- 8.3 In Sub-Area C, Council may pass by-laws to permit buildings containing residential uses in combination with commercial uses other than office uses, and institutional uses, up to a total gross floor area of 69 484 square metres, provided that the aggregate gross floor area erected or used in Sub-Area C for residential purposes does not exceed 65 040 square metres, the number of dwelling units erected or used in Sub-Area C does not exceed 700, and the gross floor area erected or used in Sub-Area C for commercial uses, other than office uses, and institutional uses does not exceed 4 444 square metres.

9.0 Heritage Building

- 9.1 Council will seek to ensure the conservation of the Toronto Harbour Commission Building known municipally on January 1, 1986, as No. 60 Harbour Street through an agreement made under the provisions of Section 37 of the Ontario Heritage Act.

10.0 Height

- 10.1 The maximum heights of buildings within the World Trade Centre shall be appropriate to the area's location within the Central Core and shall be similar to the maximum heights of buildings within the Harbour Square lands.

11.0 Definitions

- 11.1 The italicized words in this Plan shall have the same meanings as are provided by Part I of this Plan.
- 11.2 The areas referred to below are defined on Map A:

World Trade Centre
Sub-Area A
Sub-Area B
Sub-Area C

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11.3 Notwithstanding Section 10.18 of the Part I Official Plan, for the purposes of this Amendment, the term "gross floor area" means in the case of a building or buildings used for any one or more purposes permitted by this Amendment, the aggregate of the areas of each floor above or below grade, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, or measured between such exterior faces and the centre line of any interior wall or projection thereof which separates a particular use from another use, exclusive of the following areas:

1. any room or enclosed area within any such building or buildings above or below grade which is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment, locker storage and laundry facilities, which service such building or buildings;
2. loading facilities above or below grade;
3. any part of any such building or buildings below grade which is used for the parking of motor vehicles or for storage or for other accessory uses; and
4. in the case of buildings erected or used on Sub-Area C, any part of such buildings comprising recreation space required by the provisions of the Zoning By-law and any amendments thereto from time to time which are applicable to Sub-Area C.



CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/11773
CC&W
October 21, 1986
Robert Glover
392-7335

To: Land Use Committee

Subject: World Trade Centre: Assisted Housing Amendment to the
Part 2 Official Plan Amendment and Other Matters

Origin: Commissioner of Planning and Development (c71luc86593:61)

Comments:

At its meeting of September 10, 1986, the Land Use Committee had before it my Final Reports on the World Trade Centre Part II Official Plan Amendment and the Zoning By-law Amendment. Amongst the outstanding items at that meeting were the method by which the provision of assisted housing from the applicant would be secured by the City, and the completion of a number of agreements between the applicant and the City covering such matters as daycare, the mid-block pedestrian routes, the Art Competition and Heritage Easement. After consultations with the City Solicitor and the Commissioner of Housing, I reported to the Committee on October 9, 1986 outlining the approach favoured in regards to the provision of assisted housing. The purpose of this report is to recommend certain amendments to the Official Plan Amendment and the proposed Zoning By-law required to implement the proposed housing strategy, and policies respecting daycare and pedestrian connections to advise the Committee on the current status of the agreements, and finally to recommend certain technical corrections both to the proposed Official Plan Amendment and to the proposed Zoning By-law respecting the World Trade Centre.

Attached as Appendix A is the text of the proposed amendments to the Part II Official Plan Amendment. I have been advised by the City Solicitor that these amendments will enable the applicant, through the payment of \$2,000,000 to the City, to assist the City in providing assisted housing obligations as required by the Official Plan Amendment. The proposed Amendment also contains reference to the proposed daycare, and mid-block pedestrian route agreements.

The text of the draft agreement on daycare, mid-block pedestrian routes, the Art Competition and Heritage Easement are not attached to this report. They are being settled with the applicant and its Solicitor. The agreement will be appended to the proposed Zoning By-law respecting the World Trade Centre for consideration

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by Council at the same time as the World Trade Centre reports are before Council.

The technical corrections to the proposed Official Plan Amendment and the proposed Zoning By-law for the World Trade Centre are the following:

1. Attach as Map B to the Official Plan Amendment (see Appendix B to this report).
2. Attach Map 5.1 and Schedule 2 to the proposed Zoning By-law (see Appendix B to this report).

(These maps and schedule were attached in the draft Official Plan Amendment and Zoning By-law Amendment appended to my report of September 3, 1986 and were inadvertently omitted from the separate draft of the two amendments which are before the Committee).

3. Amend Section 4 of the proposed Zoning By-law for the World Trade Centre to require a minimum of 215 parking spaces to be provided on Parcel 1 and a minimum of 512 parking spaces to be provided on Parcel 2.

The above noted amendments are consistent with the information provided to the persons and other authorities to whom notice of the public meeting on the proposed Official Plan Amendments and the proposed Zoning By-law were given pursuant to the Planning Act 1983. Further notice of a public meeting respecting these amendments would not appear to be necessary. The applicant's solicitor has advised that he does not believe that further notice is required.

Recommendations:

1. That City Council approve the amendments contained in Appendix A and B of this report to the proposed Part II Official Plan Amendment for the World Trade Centre, as contained in my report of March 24, 1986 and amended by my report of September 9, 1986, and to the proposed Zoning By-law for the World Trade Centre, as contained in my report of September 3, 1986.
2. That City Council resolve that further notice of a public meeting to consider representations respecting the amendments referred to in Recommendation 1 is not to be given.

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3. That I be requested to report directly to Council on the terms of the agreements referred to in this report.

Stephen G. McLaughlin
Commissioner

RG:btp:jd

Land Use Committee

October 21, 1986

APPENDIX A
PROPOSED AMENDMENT TO WORLD TRADE CENTRE
OFFICIAL PLAN AMENDMENT

1. Section 1 - Amend heading by deleting "Interpretation" and replacing it with "Application"
2. Section 1.2- Renumber its as Section 1.3
3. Add a new Section 1.2 as follows:
 - 1.2 Notwithstanding the provisions of the text and maps of Part I of the Official Plan, Council may pass by-laws applicable to the World Trade Centre to permit the erection, location or use on any one or more portions thereof of one or more buildings or structures which contain commercial, institutional and/or residential gross floor area which is in excess of that which may be permitted to be erected, located, or used thereon by by-laws passed in conformity with the provisions of the text and maps of Part I of the Official Plan as they stood on (insert day preceding date on which this Amendment is adopted by Council), provided that:
 - a) the other provisions of this Amendment are complied with;
 - b) an agreement is made between the owner of the World Trade Centre and the City dealing with the payment to the City of the sum of two million dollars (\$2,000,000) not later than the date on which Amendments No. ____ and ____ to the Official Plan (insert numbers of World Trade Centre Amendment and Amendment to Section 5.18(a)(2) of the Part I Official Plan) and By-laws No. -86, -86 and -86 (Insert nos. of zoning by-laws which implement the two Official Plan Amendments) , and which agreement provides for the money to be expended to implement Section 3.1 of this Amendment respecting the provision of assisted housing. c) an agreement is made between the owner of the World Trade Centre and the City dealing with the provision of an appropriate daycare centre on the World Trade Centre in implementation of Section 7.1 of this Amendment; and
 - d) an agreement is made between the owner of the World Trade Centre and the City providing for the grant of an easement to the City giving in members of the public the right to free and uninterrupted ingress to, passage over and egress from pedestrian connections in Sub-Area A in locations set out in such agreement in implementation of Section 4.3 of this Amendment.

Land Use Committee

October 21, 1986

APPENDIX B

AMENDMENTS TO WORLD TRADE CENTRE ZONING BY-LAW

1. Renumber Section 1 as Section 1(a) and add a new Section 1(b) as follows:

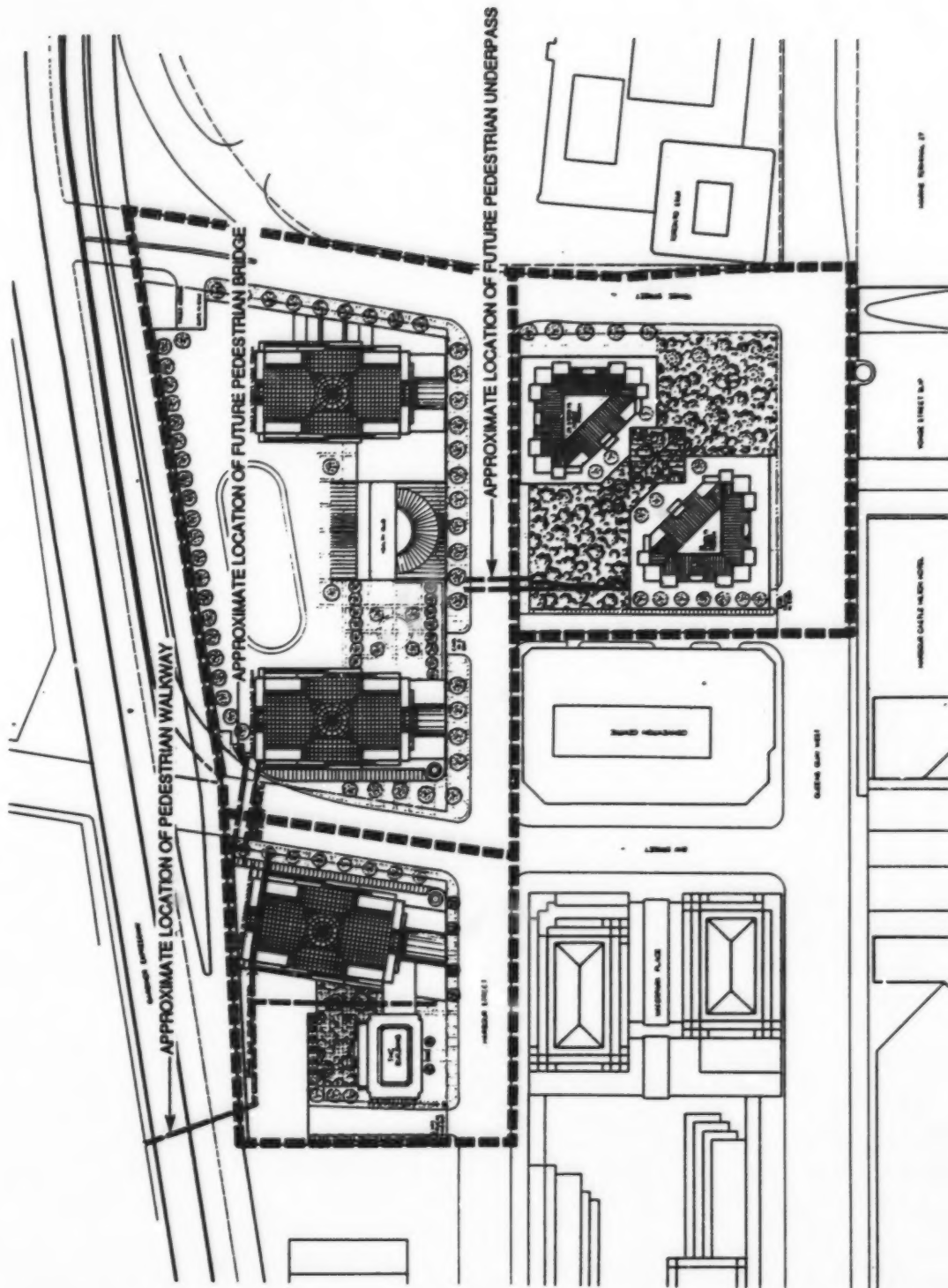
"1(b) This By-law is passed in implementation of Amendment No. _____ to the Official Plan for the City of Toronto, the agreement contemplated by such Amendment having been executed by the parties thereto in the form of the agreement contained in Schedule 2 attached to and forming part of this By-law. The increases in the densities of development permitted on the World Trade Centre Lands, are permitted in return for the making of the aforesaid agreement which provides for the payment to the City of the sum of money set out therein to be expended to implement Section 3.1 of Official Plan Amendment No. _____ respecting the provision of assisted housing, the provision of a daycare centre on the World Trade Centre Area and the transfer of an easement to the City to provide members of the public with the free and uninterrupted right of ingress to, passage over and egress from the pedestrian connections identified in the aforesaid agreement."

2. Add a Plan 5.1 to Schedule 1.
3. Add Schedule 2, entitled "Parking and Loading Requirements".
4. Add a new Sub-section 4(10) as follows:

"4(10) Notwithstanding the other provisions of this Section 4:

- (i) in the case of Parts 1(a), 1(b), 3 and 4 shown on Plan 1 of the aforesaid Schedule 1, not less than 215 parking spaces be provided below grade; and
- (ii) in the case of Parts 5, 6, 7, 8, 9, 10 and 11 shown on Plan 2.1, 2.3 and 2.3 of the aforesaid Schedule 1, not less than 512 parking spaces be provided below grade."





BOUNDARY OF WORLD TRADE CENTRE

PUBLICLY ACCESSIBLE OPEN SPACE

WORLD TRADE CENTRE OFFICIAL PLAN PART II

APPLICANT'S DRAWING

APPLICATION NO. 1773

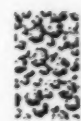
STEPHEN G. McLAUGHLIN, COMMISSIONER

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

(REDUCED DRAWING)

MARCH 1986



B